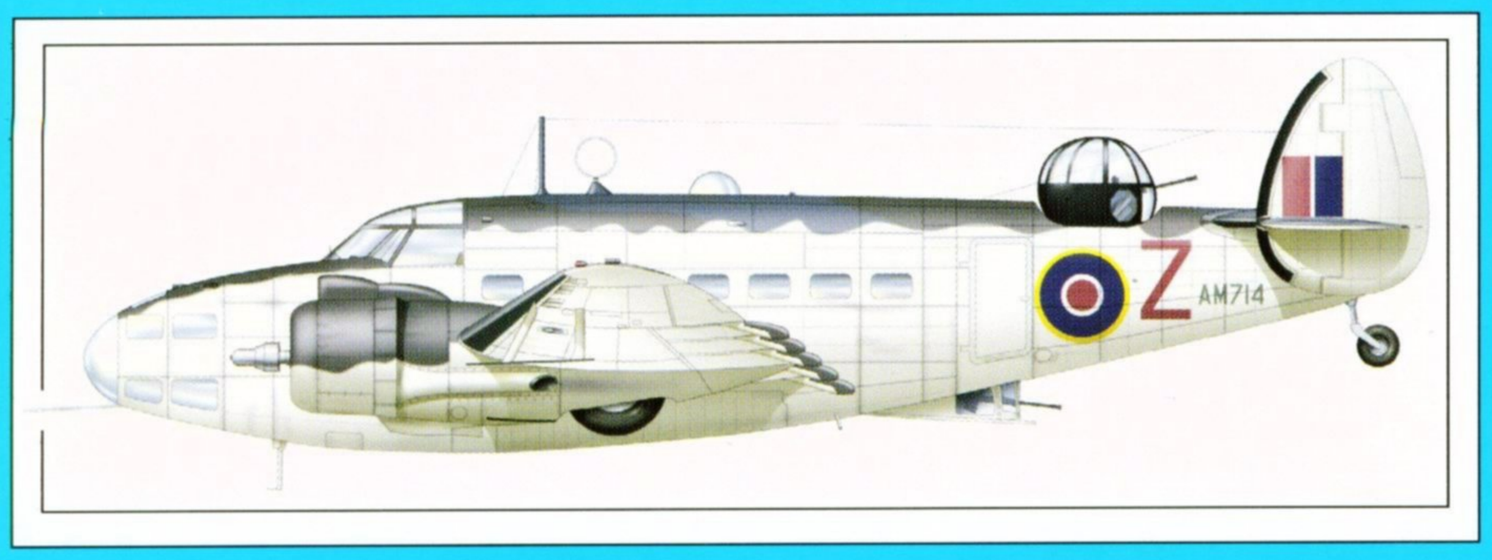
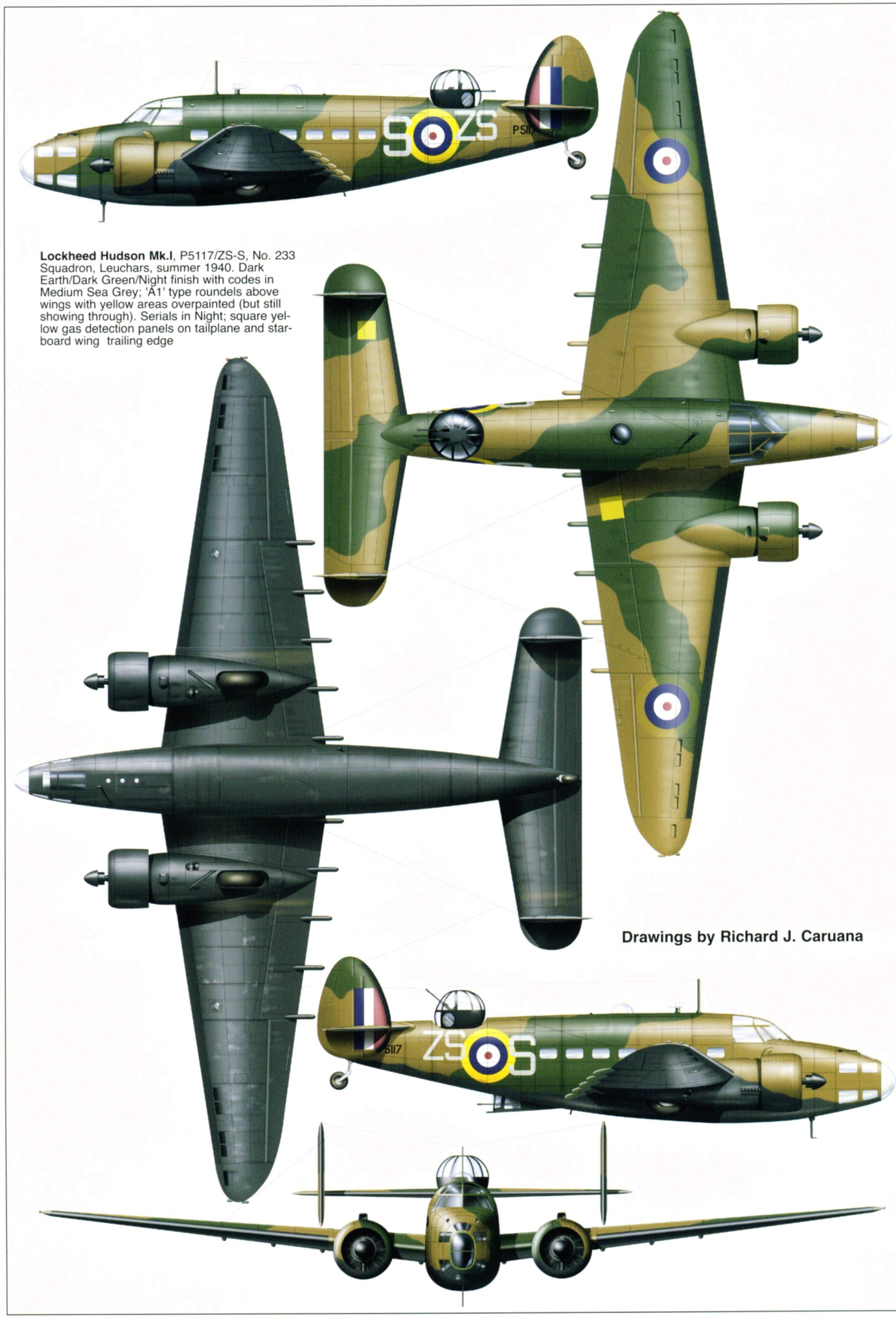


WARPAINT SERIES No.59

LOCKHEED HUDSON Mk.I to Mk.VI

BY ALAN W. HALL

A Lockheed Hudson Mk.VI of No. 276 Squadron employed on transport duties in the desert from a base at Cairo West. The turrets were removed to give extra freight and passenger room. This wartime colour picture was taken in the vicinity of the Egyptian pyramids. (IWM)



Lockheed Hudson Mk.I, P5117/ZS-S, No. 233 Squadron, Leuchars, summer 1940. Dark Earth/Dark Green/Night finish with codes in Medium Sea Grey; 'A1' type roundels above wings with yellow areas overpainted (but still showing through). Serials in Night; square yellow gas detection panels on tailplane and starboard wing trailing edge

Drawings by Richard J. Caruana



LOCKHEED HUDSON Mk.I to Mk.VI

By Alan W.Hall

During the mid-1930s great advances were made in aeronautical design and engineering, new more powerful engines were developed allowing greater distances to be flown and both freight and passengers transported across continents. The North Atlantic had been flown by both multi and single engined aircraft and both in Europe and North America aircraft such as the Lockheed 14, Douglas DC-3 and the Boeing 247D were establishing regular passenger routes which implied scheduled services, accurate navigation and fares that could be reached by the rich and famous. In Europe a number of airlines bought American manufactured aircraft which were supplemented by such types as the Junkers Ju 52/3m in Germany and the Ensign and Albatross in Britain apart from the Empire flying boats.

But at the same time war clouds were gathering in Europe. The Germans had re-armed and by 1937 had achieved and surpassed the air forces of Britain and France in numbers and quality. In the German's case the civil war in Spain had done much to provide the newly fledged Luftwaffe, and Italy's involvement in defeating a number of primitive countries in Africa, with operational experience from which new military aircraft were developed and tried out under operational conditions.

In the meantime the British, and to some extent the French, lagged far behind their possible enemies. The RAF, for example were still flying out-of-date biplane fighters and open cockpit bombers. Fortunately far sighted people in the British aircraft industry and a few in political circles saw what was happening and did something about it. Obviously some catching up had to be done and in a hurry.

Both Britain and France turned to the United States where new military aircraft were on the drawing boards that could be delivered in large quantities, within a strict time schedule and were readily available.

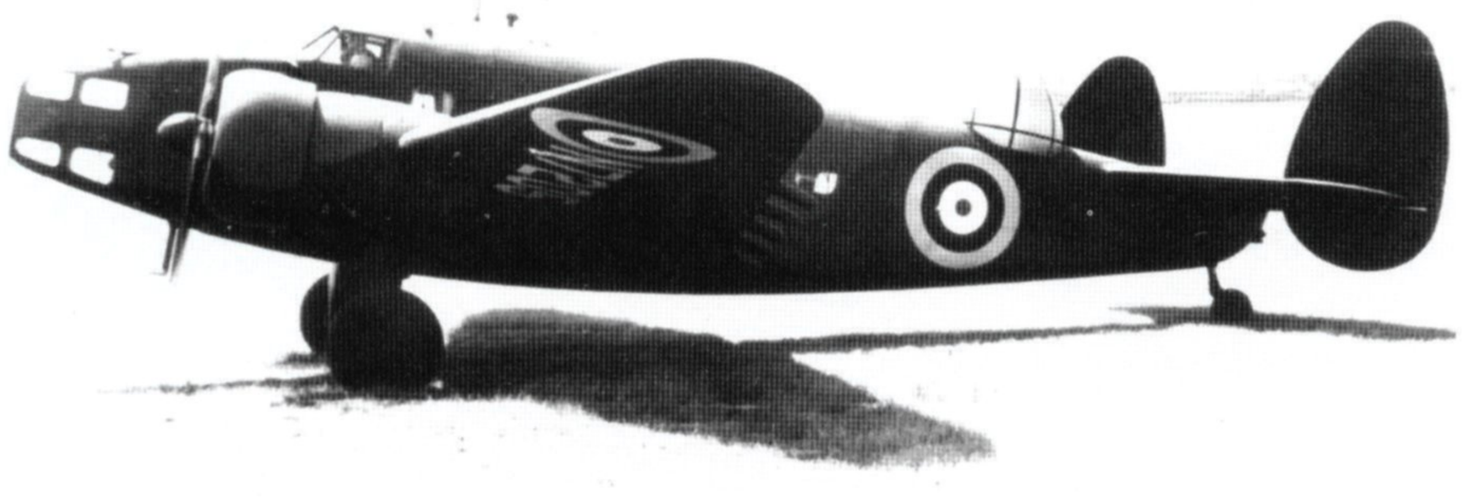
In Britain's case one of the main needs was for a new monoplane training aircraft and a long range coastal patrol aircraft, the latter to supplement the shorter range Avro Anson which by 1938 was entering squadron service.

A British Purchasing Commision was set up and went to the United States in April 1938 to investigate what was available in all forms of armament including aircraft. Headed by Air Commodore Arthur Harris,

Hudson Mk.VAM853 DY-K of No. 48 Squadron based at Wick, Caithness, in flight along the Scottish coatline whilst on anti-submarine patrol. (IWM)



The precursor of the Hudson. This Lockheed 14 G-AFGP was bought by British Airways in 1938 for internal and European routes. It carried Prime Minister Neville Chamberlain to Munich to negotiate with Hitler over the Czechoslovakian crisis (APN)



The first Hudson Mk.I N7206 made its first flight at Burbank, California on 10 December 1938 before being shipped to England and re-assembled at Speke airfield, Liverpool before being assigned to A&AEE for trials with its mock-up turret still in place.

later to become 'Bomber' Harris the famous C-in-C of Bomber Commmand during the war, the Commision was charged amongst many other things to purchase the aforementioned monoplane trainer and a medium range navigation trainer.

As things turned out the North American AT-6, afterwards named the Harvard, became the RAF's choice for the monoplane trainer but the navigation trainer had quite a different route to follow. The Commission were shown the Lockheed Model 14-F62 which at that time was being used in considerable numbers by several US airlines for internal services in North America. Lockheed's were not slow in recognising that their aeroplane would make an admirable maritime reconnissance aircraft and put forward proposals to this effect.

Hudson Mk.I N7280 came from the first batch of 200 aircraft bought by the British Purchasing Commission. No turret has been fitted at this stage and the aircraft was probably on a manufacturer's test flight. It was shipped across the Atlantic and delivered to No.224 Squadron.

The Lockheed 14 was not unknown in Britain as it was an aircraft of this type, registered G-AFGP beloging to British Airways, that had been used by Prime Minister Neville Chamberlain to visit Hitler in Munich in 1938 for his 'peace in our time' agreement and the bloodless coup that resulted in the annexation of Czechoslovakia.

Lockheeds at that time were a young and vigorous company. Having prior knowledge of the proposed visit by the Purchasing Commision they were determined to get an order and within five days had built a wooden mock-up of what they thought the British might want. The gamble paid off as a few days later Lockheeds were invited to send a negotiating team to London to discuss details of the contract.

CONTRACT AWARDED

It took two months of intensive negotiations before the final configuration of the aircraft was decided upon. The Americans offered a solid nosed aircraft but the RAF wanted a clear transparent one in which the navigator was stationed. A twin .303 machine gun turret designed and produced by Boulton Paul which was technologically very advanced for its day was specified for rearward defence plus two machine guns in the nose operated by the pilot and provision of a ventral retractable gun position was agreed. The aircraft was to be powered by two 1,100 hp Wright GR-1820-G102As.

Once the design details were agreed negotiations then turned to quantity and price. Financial terms were settled on 23 June 1938 and the order placed for 200 aircraft, now to be called the Hudson Mk.I, at a cost of $25 million with a unit cost of £17,000.

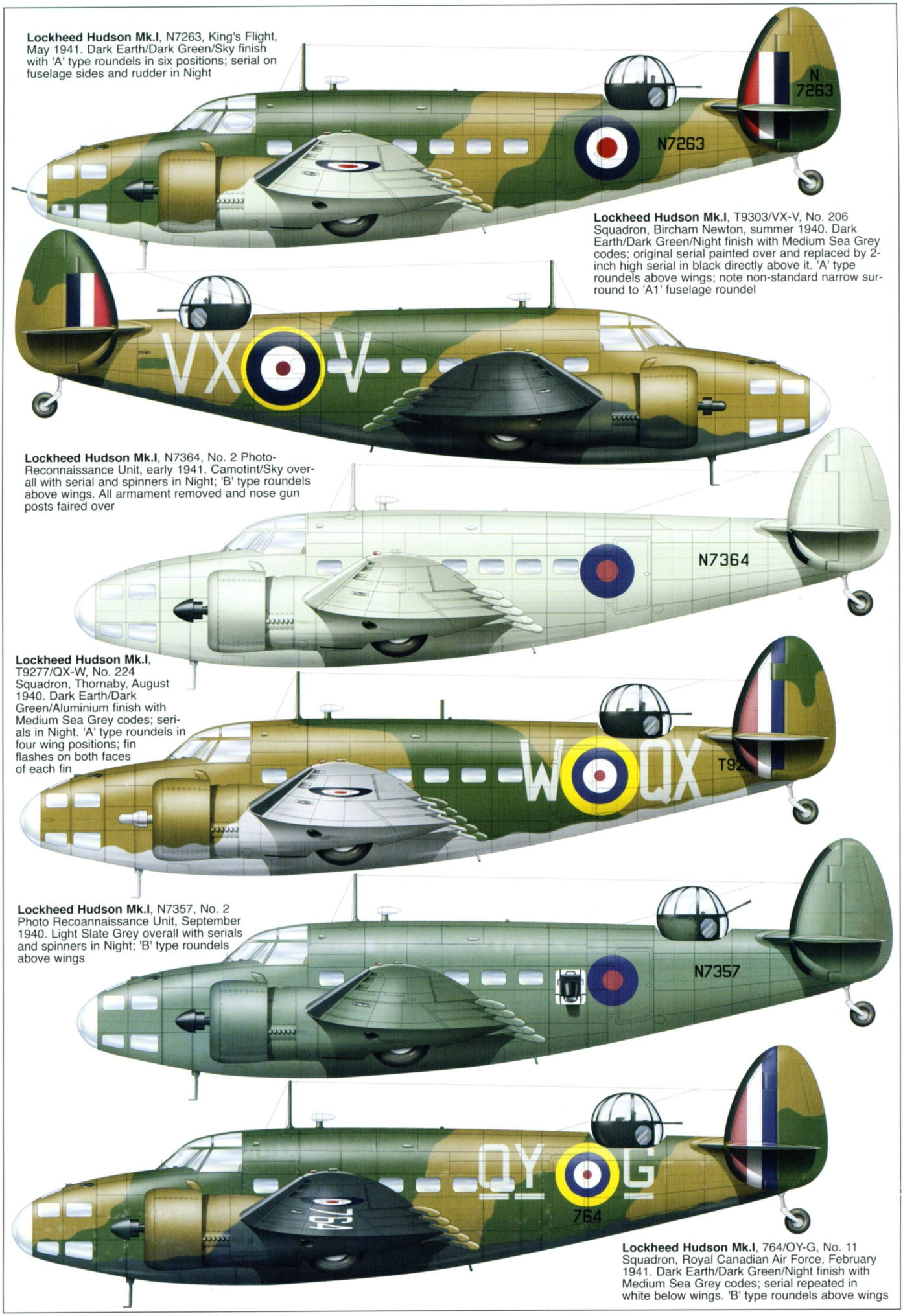
FIRST FLIGHT

The first Lockheeed Model B14L, as it was known at the Burbank factory, was unarmed and fitted with a crude mock-up of the turret that was to be supplied after the aircraft arrived in the UK. The first flight of this aircraft took place on 10 December 1938.

With few differences from the standard Lockheed 14 airliner flight trials were straightforward with no major alterations required to any part of the airframe or engines.

The first aircraft was given the RAF serial N7205 and was shipped to England. It was preceded by N7206 which, in its component parts, was unloaded at Liverpool docks on 15 February 1939. This went to





Lockheed Hudson Mk.I, N7263, King's Flight, May 1941. Dark Earth/Dark Green/Sky finish with 'A' type roundels in six positions; serial on fuselage sides and rudder in Night

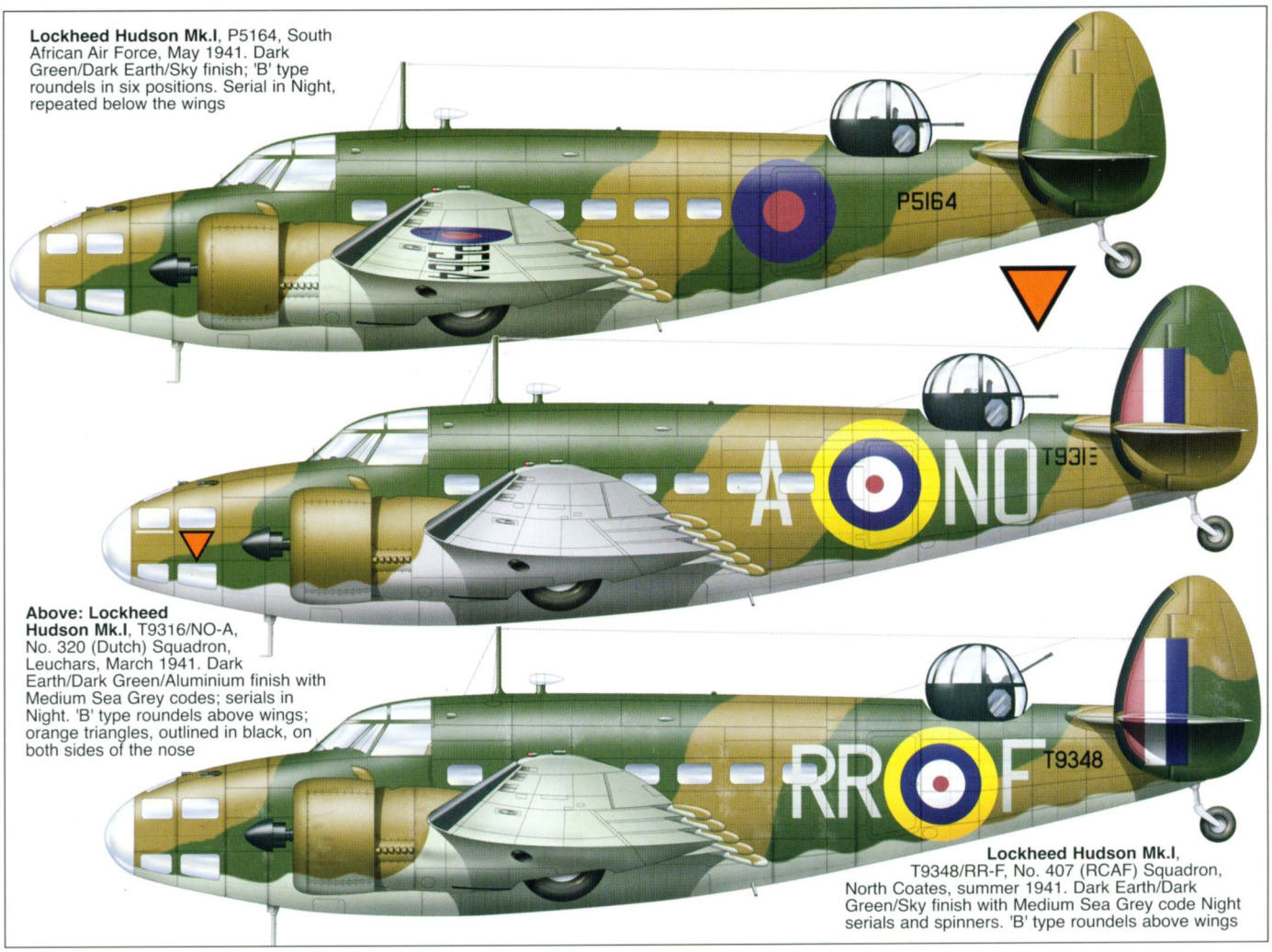
Lockheed Hudson Mk.I, T9303/VX-V, No. 206 Squadron, Bircham Newton, summer 1940. Dark Earth/Dark Green/Night finish with Medium Sea Grey codes; original serial painted over and replaced by 2-inch high serial in black directly above it. 'A' type roundels above wings; note non-standard narrow surround to 'A1' fuselage roundel

Lockheed Hudson Mk.I, N7364, No. 2 Photo-Reconnaissance Unit, early 1941. Camotint/Sky overall with serial and spinners in Night; 'B' type roundels above wings. All armament removed and nose gun posts faired over

Lockheed Hudson Mk.I, T9277/QX-W, No. 224 Squadron, Thornaby, August 1940. Dark Earth/Dark Green/Aluminium finish with Medium Sea Grey codes; serials in Night. 'A' type roundels in four wing positions; fin flashes on both faces of each fin

Lockheed Hudson Mk.I, N7357, No. 2 Photo Recoannaissance Unit, September 1940. Light Slate Grey overall with serials and spinners in Night; 'B' type roundels above wings

Lockheed Hudson Mk.I, 764/OY-G, No. 11 Squadron, Royal Canadian Air Force, February 1941. Dark Earth/Dark Green/Night finish with Medium Sea Grey codes; serial repeated in white below wings. 'B' type roundels above wings



Lockheed Hudson Mk.I, P5164, South African Air Force, May 1941. Dark Green/Dark Earth/Sky finish; 'B' type roundels in six positions. Serial in Night, repeated below the wings

Above: Lockheed Hudson Mk.I, T9316/NO-A, No. 320 (Dutch) Squadron, Leuchars, March 1941. Dark Earth/Dark Green/Aluminium finish with Medium Sea Grey codes; serials in Night. 'B' type roundels above wings; orange triangles, outlined in black, on both sides of the nose

Lockheed Hudson Mk.I, T9348/RR-F, No. 407 (RCAF) Squadron, North Coates, summer 1941. Dark Earth/Dark Green/Sky finish with Medium Sea Grey code Night serials and spinners. 'B' type roundels above wings

Boulton Paul for the fitting of the turret and there followed extensive trials with this in place. Its predecessor was sent to A&AEE Boscombe Down after its arrival and remained there as a trials aircraft with the mock-up turret still installed.

Previously Lockheed had come to an agreement with Cunliffe Owen Aircraft Ltd at Eastliegh, Southampton for the erection of their aircraft but in its wisdom the Air Ministry directed that a second unit be established at Speke airport near Liverpool which was a profitable move considering the intensive bombing that the Southampton area received during the Battle of Britain. After assembly Hudsons were flight tested and then allocated to operational units.

Production at Burbank was well under way once the order for 200 was signed. So well did Lockheeds estimate that the order would be completed by Christmas 1939 that they offered to build a further 50 before that date and as the war was in its opening phase by that time, the Air Ministry gladly accepted the offer. The first 48 had been completed by June and, spurred on by interest expressed by both the Canadian and Australian Defence ministries for their own air forces, Lockheed not only increased their own workforce but sub-contracted parts assembly to Rohr Aircraft Inc. in San Diego which included the complete power plant package with hydraulic and electrical equipment as well as enlarging the floor space available for the final production line.

The prediction of 'delivery-by-Christmas' was bettered by an amazing seven and a half weeks an achievement that firmly established Lockheed as one of America's leading aircraft manufacturers and to this day they successfully produce maritime patrol aircraft as well as many other aircraft for the civil market.

INTO SERVICE

By the outbreak of war two Hudson squadrons had entered RAF service. Nos.224 and 223 Squadrons were established at RAF Leuchars, Scotland, begining with the eighth production aircraft N7121, that arrived in May 1939 whilst a third squadron, No.220 was in the process of giving up its Ansons at RAF Thornaby.

Regular reconnaissance patrols were established over the North Sea in late August 1939 and on 4 September, the day after war was declared, the Air Ministry announced that in an encounter between a Hudson of No. 224 Squadron and a Dornier Do18 which proved inconclusive both aircraft received damage but returned to their respective bases.

Two months were to elapse before another incident took place. This again was between a pair of Hudsons, but this time from No. 220 Squadron, which resulted in the Dornier Do18, subsequently identified



An unidentified Hudson Mk.I seen on take off from Burbank, California before being broken down into component parts and shipped to the UK. The sturdy undercarriage seen retracting rearwards can be well seen in this picture.



Well known picture of Hudson Mk.III T9465:UA-N was a presentation aircraft named 'Spirit of Lockheed-Vega employees'. It was based in Iceland with No.269 Squadron. (MAP)

as one from 3. Staffel/K.Fl.Gr.406 based at Borkum, being shot down into the sea. A second Do18 was sighted shortly afterwards and was chased into the clouds but not before it had sustained considerable damage.

Hudsons encountered a number of German ships in coastal waters whilst on patrol and it was not long before attacks were made on these at low level after a shallow dive out of cloud cover. The advent of air-to-surface radar added considerably to the Hudsons' opportunities to attack surface shipping. By the end of January 1940 14 Hudsons and one Sunderland had been equipped with the revolutionary device even though it was tempremental at times.

New Hudson squadrons were being formed, a fourth No. 220 was established at RAF Thornaby followed by No.206 at RAF Bircham Newton.With the invasion of Denmark and Norway the work of the Hudson squadrons was greatly increased but not before an operation that gladened the hearts of the British public. Hudsons of No.220 Squadron had found and shadowed the German ship *Altmark* which had taken prisoner merchant seamen from ships sunk by the pocket battleship *Graf Spey.* The *Altmark* had taken refuge in Norwegian coastal waters and on 16 February 1940 it was spotted by a No.223 Squadron Hudson after it had anchored in Josing Fjord whereupon the Royal Navy destroyer *HMS Cossack* had boarded the ship and released the prisoners.

During the invasion of Norway Hudsons were tasked to bomb enemy held airfields and other military establishments. Most of these raids were at night, for example, three Hudsons each from Nos. 224 and 269 Squadrons bombed the airfield at Stavangar on the night of 16-17 May. Convoys of supply vessels were also attacked moving along the coast and off-loading in the fjiords. These sorties soon attracted the attentions of German fighter units and encounters with Messerschmitt Bf 109s and 110s became a regular occurance resulting in losses. Typical of the losses was that on 1 May when one Hudson was shot down by fighters out of three that were attacking a German airfield. The aircraft came from No. 269 Squadron which was based at Wick at that time. Following the Allied evacuation of Norway in early June several attacks were launched by the Navy and the RAF against the German battleship *Scharnhorst* then anchored in Trondheim harbour. On 11 June a total of 11 Hudsons of No.269 Squadron pressed home their attack against

The Hudson Mk.I equipped most of the first squadrons on anti-submarine duties. This one belonged to No.206 Squadron which replaced its Ansons in March 1940. The colour scheme of this one had standard green and brown upper surfaces but the undersides were matt black somewhat unusual for over-water flying. (APN)



Lockheed Hudson specification

	Mark I	Mark II	Mark IIIA (A-29A/PBO-1B)	Mark IVA (A-28)	Mark VI
Power plant	Wright R-1820-G102A	Wright R-1820-G205A	Wright R-1820-87	P&W R-1830-45	P&W R-1830-67
Ratings	1,100 hp at take-off 900 hp at 6,700 ft	1,200 hp at take off 900 hp at 15,200 ft	1,200 hp at take off 1,000 hp at14,200 ft	1,050 hp at take off 1,000hp at 11,500 ft	1,200 hp at take off _
Dimensions					
Span	65.6 ft	65.6 ft	65.6 ft	65.6 ft	65.6 ft
Length	44.4 ft	44.4 ft	44.4 ft	44.4 ft	44.4 ft
Height	11.10 ft	11.10 ft	11.10 ft	11.10 ft	11.10 ft
Wing area	551 sq ft	551 sq ft	551 sq ft	551 sq ft	551 sq ft
Weight empty	11,630 lbs	12,536 lbs	12,825 lbs	12,810 lbs	13,195 lbs
Weight gross	17.500 lbs	18.500 lbs	20,500 lbs	18,500 lbs	18,500 lbs
Performance					
Max speed	246 mph at 6.500 ft	255 mph at 19,000 ft	253 mph at 15,000ft	260 mph at 12,500 ft	261 mph at10,000 ft
Cruising speed	170 mph	223 mph	205 mph	206 mph	224 mph
Rate of climb	1,200 ft/mins	2,215 ft/mins	10,000 ft/mins	10,000 ft/mins	2,160 ft/mins
Ceiling	25,000 ft	24,500 ft	26,500 ft	26,000 ft	27,000 ft
Range	1,700 miles	2,160 miles	2,800 miles	1,800 miles	2,160 miles

No.459 Squadron RAAF served in the Middle East for most of the war. It was involved in bombing missions during the 8th Army advance through North Africa and then carried out anti-submarine patrols from Gibraltar. (MAP)



fierce anti-aircraft fire and the intervention of Bf 109 fighters. As a result two Hudsons were shot down.

No sooner had the Norwegian campaign come to an end with the evacuation of Allied forces, than the Germans invaded Holland and Belgium on 10 May 1940. There followed the French collapse and the retreat of the British Expeditionary Force to Dunkirk and the rescue of 30,000 soldiers minus their equipment by sea. Hudsons joined with all other RAF aircraft that could be spared to form a protective air cover for the evacuation albeit that few aircraft were available in any numbers. In one incident three Hudsons from No. 220 Squadron sighted some 40 Junkers Ju 87s dive bombing the troops on the beaches. They immediately attacked them and two Ju 87s were shot down by the front guns of one of the Hudsons and another fell to the rear turret of another.

Several of the recently activated Hudson squadrons moved south in order to assist in the operations off Dunkirk. In another incident three of No.206's Hudsons then based at Detling in Kent, shot down two Messerschmitt Bf 109s that were about to open fire on a flight of Royal Navy Blackburn Skuas.

The Hudson Mk.I was also used as a transport aircraft amongst its many other duties. On 19 June a Hudson of No.206 Squadron was sent to Bordeaux to evacuate General W. Sikorski and the staff of the Polish embassy in exile bringing them safely back to RAF Northolt to continue the struggle.

PHOTOGRAPHIC RECONNAISSANCE

Little was known until after the war about the photographic reconnaisance duties flown by Hudson aircraft. These activities were cloaked in secrecy and even their operational title was deliberately misleading. Known successively as No.2 Camouflage Unit in 1939 and the Photographic Development Unit in 1940 their real activities were not revealed until 1941 when they became known as No.1 Photographic Reconnaissance Unit.

The unit was the brain child of well-known pre-war aviation personality Sidney Cotton who had been secretly photographing military targets in Italy and parts of Germany before the war and who had persuaded the Air Ministry to allow him to establish the unit at Heston in 1939 equipped with Spitfire, Blenheim and Hudson aircraft.

The Hudson was fitted with cameras in the nose and both side windows being flown over Germany on PR flights under conditions of low cloud cover to form some sort of protection against enemy reaction. The aircraft were noteworthy because of their unusual camouflage scheme which consisted of Light Blue upper surfaces with Sea Green dapple and Off-White diagonal streaky lines superimposed on the dapple. .The under surfaces were in Sky Type S.

One of the two Heston Hudsons, N7364 was given the civil registration of G-AGAR as part of Cotton's Aeronautical Research and Sales Ltd company and flown in early 1940 to RAF Habbaniyah in Iraq from where it flew a number of PR flights over the oil fields and port in Soviet Transcaucasia called Baku and Batumi respectively.

The Hudson was also instrumental in establishing the trans-Atlantic ferry route for the delivery by air of the larger Lease-Lend aircraft as well as those bought by the British Purchasing Commision before the war. Under the co-direction of Captain D.C.T.Bennett a pioneering British Overseas Airways captain and navigator, the



The Hudson played a significant part in the war in the Mediterranean. This No.206 Squadron Mk.V aircraft is seen at Luqa airfield, Malta during the preparitory stages of the invasion of Sicily in 1943. (via R.Caruana)

A Hudson VI of No. 206 Squadron coded VX:G shows off the underside of the aircraft with its prominent Fowler flap guides on the wing trailing edges. The longer cowlings on the aircraft's Pratt and Whitney R-1830 engines help to distinguish the mark version. (Via R.Caruana)

route was established in the late autumn of 1940. The first flight was made by seven Hudson Mk.IIIs which left Gander in Newfoundland on 10 November and arrived over ten hours later at RAF Aldergrove, Northern Ireland. Thereafter regular delivery flights were made as Ferry Command expanded and experience was gained.

ANTI-SUBMARINE PATROLS

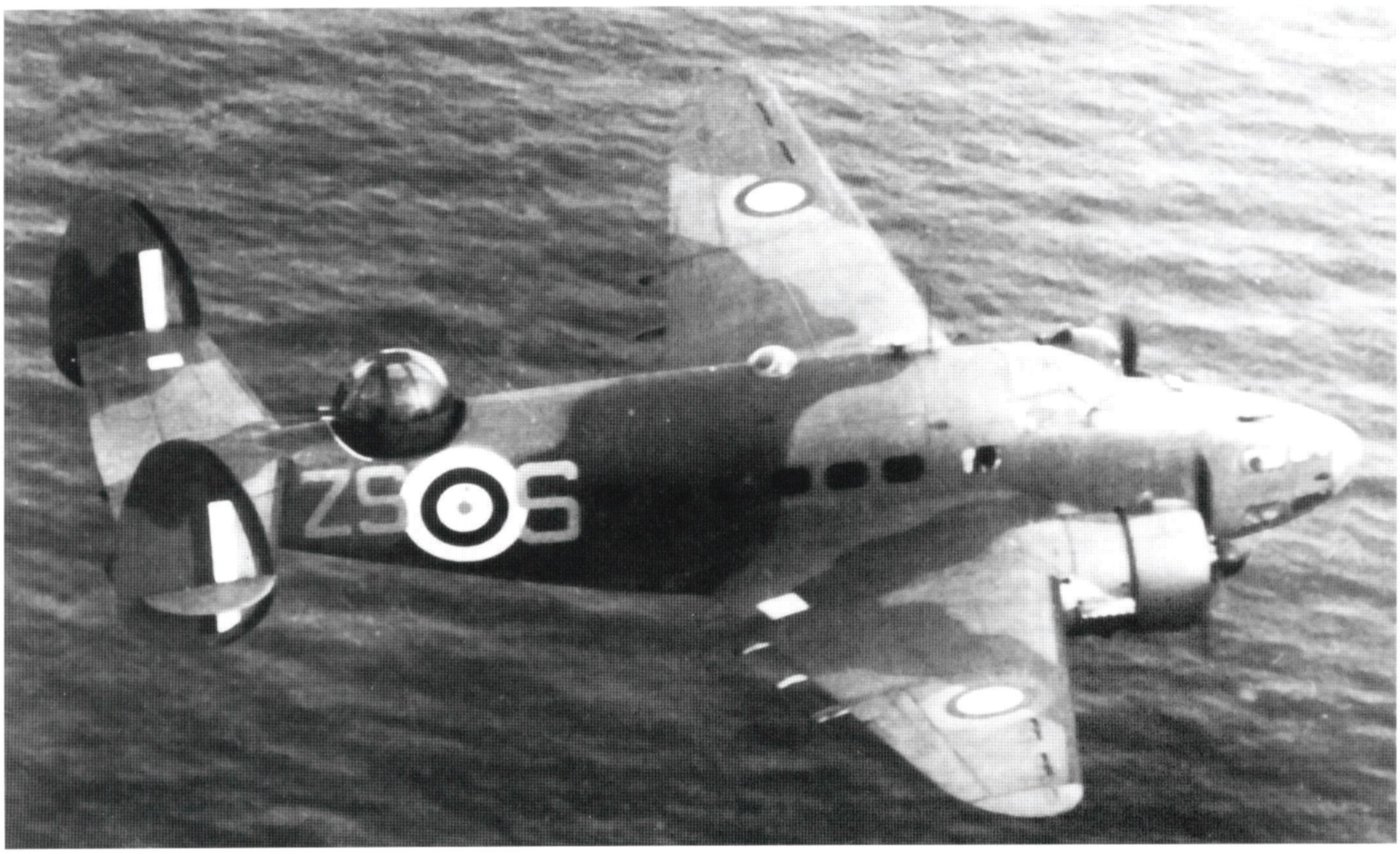
By 1940 there were five Hudson squadrons engaged in anti-submarine patrols Nos. 233, 224 and 269 operated from airfields in the north of the British Isles covering the North Sea along the Norwegian and Danish coasts whilst Nos.206 and 220 covered the area to the south of this.

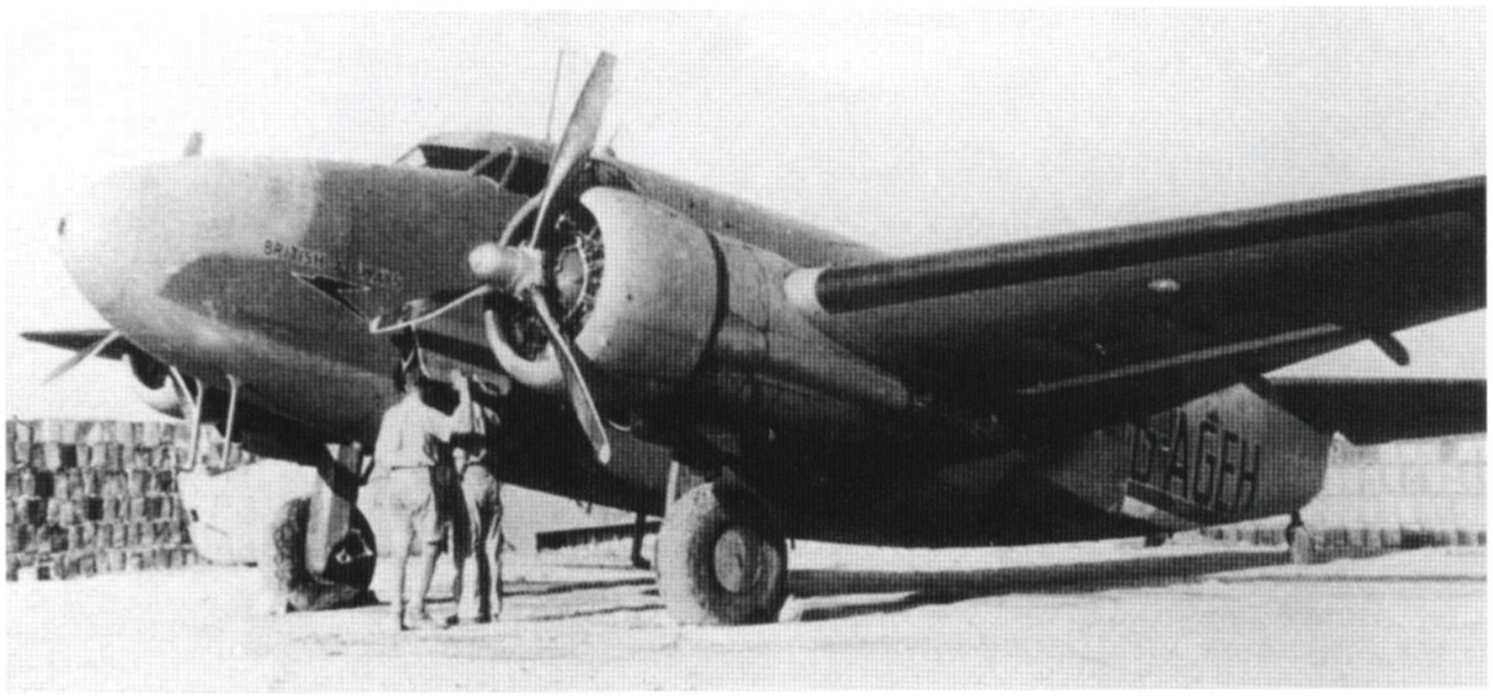
Apart from attacks on coastal shipping minesweepers and other ships the Hudson frequently encountered enemy aircraft mainly Heinkel He 115 floatplanes but it is reported that in almost all of the engagements the enemy got away without any definite conclusions being reached. Fortunately it appears that losses were similar on both sides and the Hudson squadrons suffered few losses. During the first year of the war Hudsons suffered smaller loss ratios compared to the number of sorties flown than any other type in operational service with the RAF.

Bombing raids against enemy land-based targets were also continued On 17 December 1940 six Hudsons from No.224 Squadron, nine from No. 269 Squadron and a number of Beauforts attacked the Bergen to Oslo railway line in Norway. Meanwhile in the south Hudsons took part in regular night nuisance raids on Luftwaffe airfields in order to frustrate the Germans attacks on London and other UK cities during the Blitz. These series of attacks were given the code name 'Race'.

But the main effort of Coastal Command Hudsons remained on anti-submarine patrols. As long range aircraft were at that time still not available, apart from the Sunderland flying boats, a section from No.

A No.48 Squadron Hudson Mk I flying low over the water on a North Sea patrol. Apart from showing the upper surface camouflage this view also shows the orange gas detector panels on the wing trailing edge and the tailplane (MAP)





Above: The Hudson, or in its civil variant, the Lodestar, was used by No.24 Squadron for communications duties from England to Gibraltar and then Malta before going on the Egypt. Journeys were made by night and were subject to Luftwaffe attacks whilst on the ground in Malta. Often Malta's only contact with the outside world was by aircraft on this route as they carried passengers and freight urgently needed by the garrision. Below: Coded UA-T this Hudson Mk.IIIA belonged to No.269 Squadron based at Kaldadarnes, Iceland and operated from there from March 1941 on anti-U-boat patrols over the North Atlantic



502 Squadron, who were still fully equipped with Ansons and the whole of No.223 Squadron moved from Scotland to RAF Aldergrove in Northern Ireland from August 1940 to cover the Western Approaches. Further to this, in March 1941, No.269 Squadron detatched aircraft to operate from Kaldadarnes in Iceland in order to counter the increasingly agressive attacks on convoys sailing from Newfoundland to the UK.

Regular sightings of U-boats were made and attacked with depth charges when conditions permitted. On 27 August 1941 a Hudson attacked a surfaced U-boat (U-570) and damaged it with their depth charges. The U-boat crew surrendered and most of them appeared on deck waving large white flags. The Hudson crew immediately radioed for assistance and shortly afterwards a Catalina arrived and the U-boat escorted to Icelandic waters to eventually be repaired and joining the Royal Navy.

As deliveries of Hudsons increased new squadrons were formed for anti-shipping patrols. Airfields such as Wick in Scotland, St.Eval in Cornwall and Thorney Island in Hampshire were converted to Hudsons. Four new squadrons converted to Hudsons from Blenheims and included Nos. 53, 59, 500 and 608. Not long after the first Canadian squadron No. 407 and No.320 maned by Free Dutch aircrew also formed operating from Thornaby, Bircham Newton and supplementing the Hudsons already at Thorney Island. They were, in the main, tasked with mast head attacks on enemy coastal shipping in operations known as 'Rovers'.

In February 1942 the German ships *Scharnhorst, Gneisenau* and *Prinz Eugen* carried out what has become known as the Channel Dash in which they left their Bay of Biscay ports and under bad weather sailed through the Straits of Dover under the noses of the British albeit heavily defended with their own anti-aircraft armament but also hordes of Luftwaffe fighters.

Hudsons of Nos. 59 and 407 Squadrons took part in the attempts to sink the German fleet but to no avail. Their attack was on 12 February and two aircraft were lost. No.500 Squadron tried on the following day but they lost one aircraft during their abortive attacks.

In the main the patrols flown by Hudsons were monotonous with only rare sightings of U-boats on the surface and even rarer chances of making an effective attack. This was not always the case and records show

Hudsons in Coastal Command on anti-U-boat patrol had to fly low over the sea often in inclement weather. The unidentified aircraft in this view appears to be setting off on from a base in Scotland. (via R.Caruana)



Lockheed Hudson production list

Makers designation	Version	Customer	Serials	No.built
B-14L-1601-1739	Hudson Mk.I	RAF	N7205-N7343	139
B-14L-1740-1746	Hudson Mk.I	RCAF	759-765	7
B-14L-1747	Hudson Mk.I	RAF	N7351	1
B-14L-1748	Hudson Mk.I	RCAF	766	1
B-14L-1749	Hudson Mk.I	RAF	N7353	1
B-14S-1750	Hudson Mk.IV	RAAF	A-16-1	1
B-14L-1751-1753	Hudson Mk.I	RCAF	767-769	3
B-14L-1754-1756	Hudson Mk.I	RAF	N7357-N7359	3
B-14L-1757	Hudson Mk.I	RCAF	770	1
B-14L-1758-1766	Hudson Mk.I	RAF	N7361-N7369	9
B-14L-1767-1768	Hudson Mk.I	RCAF	771-772	2
B-14L-1769	Hudson Mk.I	RAF	N7372	1
B-14L-1770	Hudson Mk.I	RCAF	776	1
B-14L-1771	Hudson Mk.I	RAF	N7374	1
B-14L-1772	Hudson Mk.I	RCAF	773	1
B-14L-1773-1776	Hudson Mk.I	RAF	N7376-N7379	4
B-14L-1777	Hudson Mk.I	RCAF	774	1
B-14S-1778-1779	Hudson Mk.IV	RAAF	A16-2-A16-3	2
B-14L-1780	Hudson Mk.I	RCAF	775	1
B-14L-1781	Hudson Mk.I	RCAF	777	1
B-14L-1782	Hudson Mk.I	RCAF	779	1
B-14L-1783	Hudson Mk.I	RCAF	778	1
B-14L-1784	Hudson Mk.I	RCAF	781	1
B-14L-1785	Hudson Mk.I	RCAF	782	1
B-14L-1786	Hudson Mk.I	RCAF	780	1
B-14L-1787-1790	Hudson Mk.I	RCAF	783-786	4
B14L-1791-1803	Hudson Mk.I	RAF	N7392-N7404	13
B-14L-1804-	Hudson Mk.I	RAF	R4059	1
B14L-1805-1851	Hudson Mk.I	RAF	P5116-P5162	47
B-14L-1852-1853	Hudson Mk.I	South African AF	P5163-P5164	2
B-14L-1854	Hudson Mk.I	RAF	P5165	1
B-14S-1855-1900	Hudson Mk.IV	RAAF	A16-4-A16-49	46
B14S-1903-1929	Hudson Mk.IV	RAAF	A16-50-A16-76	27
B-14S-1930	Hudson	Sperry Gyroscope	NX21771	1
B14S-1931-1953	Hudson Mk.IV	RAAF	A16-77-A16-99	23
B14S-1955	Hudson IV	RAAF	A16-100	1
214-2301-2400	Hudson Mk.I	RAF	T9266-T9365	100
414-2401-2419	Hudson Mk.II	RAF	T9366-T9384	19
414-2420	Hudson Mk.II	RAF	T9385	1
414-2421-2482	Hudson Mk.III	RAF	T9386-T9447	62
414-2483-2500	Hudson Mk.IV	RAF	AE609-AE626	18
414-2501-2518	Hudson Mk.III	RAF	T9448-T9465	18
414-2519-2543	Hudson Mk.III	RAF	V8975-V8999	25
414-2544-2589	Hudson Mk.III	RAF	V9020-V9065	46
414-2590-2601	Hudson Mk.IV	RAF	AE627-AE638	12
414-2602-2991	Hudson Mk.V	RAF	AM520-AM909	390
414-2992-2999	Hudson Mk V	RAF	AE639-AE646	8
14-3700-3710	Hudson Mk.V	RAF	AE647-AE657	11
14-3711-3713	Hudson Mk.III	RAF	V9066-V9068	3
14-3714	Hudson Mk.III	RCAF	V9069	1
414-3715-3754	Hudson Mk.III	RAF	V9090-V9129	40
414-3755-3775	Hudson Mk.III	RAF	V9150-V9170	21
414-3776	Hudson Mk.III	RCAF	V9171	1
414-3777-3804	Hudson Mk.III	RAF	V9172-V9199	28
414-3805-3807	Hudson Mk.III	RAF	V9220-V9222	3
414-3808	Hudson Mk.III	RCAF	V9223	1
414-3809-3819	Hudson Mk.III	RAF	V9224-V9234	11
414-3820-3837	Hudson Mk.III	RNZAF	NZ2001-2018	18
414-3838-3839	Hudson Mk.III	RAF	V9253-V9254	2
414-3840-3844	Hudson Mk.III	RAF	AE485-AE489	5
414-3845	Hudson Mk.III	RNZAF	NZ2025	1
414-3846-3848	Hudson Mk.III	RAF	AE491-AE493	3
414-3849-3859	Hudson Mk.III	RNZAF	NZ2026-NZ2036	11
414-3860-3963	Hudson Mk.III	RAF	AE505-AE608	104
414-3964-3987	Hudson Mk.III	RNZAF	-	24
414-	Hudson Mk.V	RAF	AM520-AM702	176
414-	Hudson Mk.V	USAAF (UK)	AM633-AM688	4
414-	Hudson MK.V	RAF	AM703-AM909	165
414-	Hudson Mk.V	RCAF	AM720-AM905	42
414-	Hudson Mk.VI	RAF	EW873 & EW956	2
414-	Hudson Mk.VI	RAF	EW874-EW972	94
414-	Hudson Mk.VI	RAF	FK381- FK730	316
414	Hudson Mk.VI	RCAF	FK393-FK564	34

Production for USAAF

414-5988-6029	A-29-LO	USAAF	41-23223-41-23264	42
414-6030-6081	A-28-LO	USAAF	41-23171-41-23222	52
414-6082-6445	A-29-LO	USAAF	41-23265-41-23628	364
414-6446	A-29A-LO	USAAF	41-23629	1
414-6447-6456	A-29-LO	USAAF	41-23630-41-23639	10
414-6457-6656	A-29-LO	USAAF	41-36968-41-37167	200
414-6657-6756	A-29A-LO	USAAF	41-37168-41-37267	100
414-6757-6856	A-28A-LO	USAAF	426582-42-6681	100
414-6857-7206	A-28A-LO	USAAF	42-46937-42-47286	350
414-7207-7289	AT-18A-LO	USAAF	4255485-42-55567	83
414-7290-7506	AT-18-LO	USAAF	42-555687-42-55784	217
414-7507-7589	A-29A-LO	USAAF	42-47287-42-47369	83

Total production of all versions: 2,940

Notes:
Hudson Mk.VI FK714 to Portugal for Aviaco Maritima.One of several supplied.
US Navy had 20 Hudson Mk.IIIAs as PBO-1s serialled 03842 to 03861, used by VP-82.
Hudson Mk.I P5123 of No.233 Squadron landed in Eire and was interned as IAC-91.
Hudson Mk.III V9061 to BOAC as G-AGDC, AE581 as G-AGDO, AM707 as G-AGCE plus G-AGDF, G-AGDK. 'DC and 'DK returned to RAF as C.Mk.IIIs
Hudson Mk.IIIs to Chinese AF, serials BW386 to BW398 (13), BW725 to BW727 (3), BW729 to BW735 (7) plus FH387, FH409 and FH450

that a Hudson from No.500 Squadron caught a surfaced U-boat on 28 April 1942 and sank it, the crew seeing the boat's bows blown off and the stern sinking below the waves. This type of action was repeated on 24 August with a similar sort of attack with another U-boat sunk.

The night of 25 June 1942 was a rather momentous one as far as the East Coast squadrons were concerned. Possibly to make up the magic 1,000 aircraft numbers, the second of Operation Millenium, operations took place against Bremen. In this 12 Hudsons from No.59 Squadon, 12 of No. 206 and 11 of 224 operated from North Coates dropping their bombs on the Deuschemag U-boat construction yards. Two aircraft of No. 206 Squadron were lost but all the remainder returned safely.

But the heyday of the Hudson in the anti-shipping and U-boat war was coming to an end as increasing numbers of long range, four-engined aircraft became available. No.220 Squadron changed over to Boeing B-17 Fortress IIs whilst Nos. 59, 206 and 224 became Consolidated Liberator squadrons. Other units including Nos. 233, 500 and 608 had their aircraft repainted in a nearly all-white colour scheme and were sent to Gibraltar where they were joined by No. 48 Squadron by the end of 1942 in readiness for Operation Torch, the landings in Algeria and Morrocco.

The two squadrons at Bircham Newton, Nos 320 and the Canadian 407, reverted to the bomber role and were re-eqipped with B-25 Mitchells in early 1943.The remaining squadron, No. 53, went further afield when they took their Hudsons from St. Eval and flew to the US Naval Air Station at Quonset Point, Rhode Island where they adopted the near all-white colour scheme, had ASV radar fitted, and flew a number of anti-submarine patrols in late July 1942. In August they moved to Trinidad in the Caribbean and had some success against U-boats sinking at least one before being sent back to Norfolk, Virginia then returning to England where they re-equipped with Whitleys at Docking, Norfolk.

The final squadron worthy of mention was No. 269 formed in the Azores in February 1944 equipped with Hudson IIIs, Spitfires, Martinets and Walruses where the Hudsons were engaged in long range meteorological flights and also became the first Hudsons to be fitted with the Mark I airborne lifeboat for air-sea-rescue sorties.

Another air-sea-rescue unit No. 1407 Flight operated from Reykjavik, Iceland for some time before it was enlarged to No. 251 Squadron in August 1944 and aditionally carried out a number of convoy patrols. This squadron converted to the Fortress in April 1945 leaving just a few Hudsons for very limited use by UK based SAR units.

CLANDESTINE OPERATONS

Those who have read of the exploits of the Special Operations Executive in sending agents into the occupied territories of Europe will recall that Hudsons were used for the actual landings or parachute drops made right up to the time of the liberation of

the countries concerned.

The Hudson was an ideal aircraft for the purpose as it could carry arms, ammunition, explosives and actual agents almost anywhere within a 300 miles radius from its main base at Tempsford, Bedfordshire or from Tangmere on the south coast.

All operations were carried out at night generally in a full moon period. Routes varied around known anti-aircraft locations and large cities. Both landings and parachute drops were made to a reception committee on the ground who used light signals and later short range VHF radio to identify themselves and assure the aircaft that the coast was clear.

Obviously little recognition could be given to the activities of No.161 Squadron to which these aircraft belonged. Lysander, Whitley and later Halifax aircraft were used in addition to the Hudsons.

HUDSONS IN THE MIDDLE EAST

It has already been seen that three squadrons of Hudsons were re-located to Gibraltar for the Torch landings followed in the beginning of 1943 by Nos.500 and 608 during the invasion of Sicily with detachments being based in Corsica.

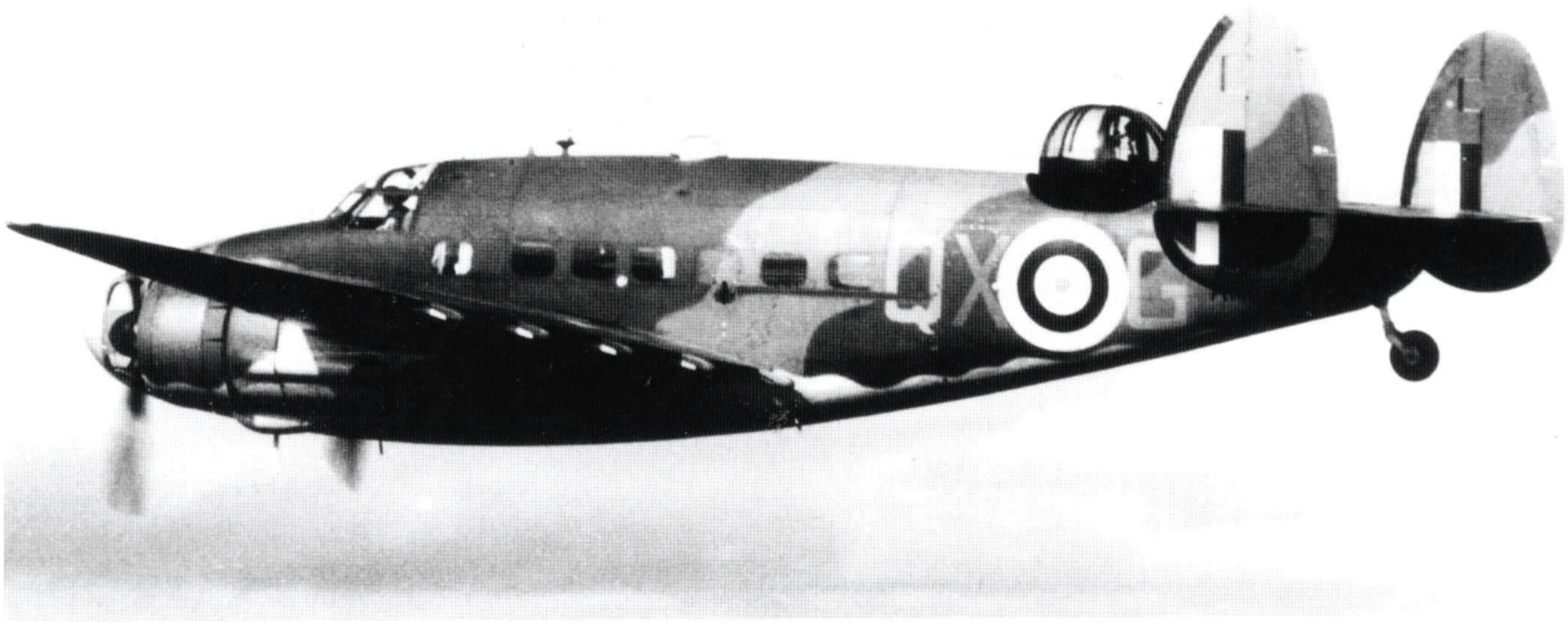
These Middle East Hudsons adopted the nearly overall white colour scheme and had underwing rocket rails fitted. No.608 Squadron became the first to sink a U-boat by this means.

In the eastern Mediterranean another squadron, No. 459 was formed and it too sank a U-boat whilst operating from Lydda,



Hudson Mk.IIIA T9465 UA-N was named 'Spirit of Lockheed Vega Employees' and was a presentation aircraft paid for by contributions from the workforce at the Lockheed factory in California. It was allocated to No.269 Squadron based at Kaldadarnes, Iceland. The picture below shows the rarely seen starboard side of the same aircraft. (IWM)





Hudson Mk.V coded QX:S indicates a No.233 Squadron aircraft. The addtional gun positins in the cabin can be seen just forward of the wing trailing edge. The squadron was operating from Blakehill Farm from August 1941. (MAP)

Palestine on 19 June 1943. This squadron also undertook night bombing raids in the Aegean Islands and supported the landings on the islands of Kos and Leros.

By this time U-boat commanders were showing an increased tendancy to stay on the surface if attacked by aircraft and an increased anti-aircaft armament was fitted. As a result many Hudsons had their nose guns increased in fire power by the removal of the .303s and .5s fitted instead. The changes were initially made to No. 500 Squadron's aircraft but other squadrons soon followed.

The Allied landings in Italy reduced the effectiveness of the German and Italian submarine activity. Early in 1944 both Nos. 48 and 233 Squadrons returned to the UK to become transport units whilst No.500 Squadron became a bomber unit and No. 608 was disbanded.

An additional role had been laid down for the Middle East Hudsons from as early as December 1940 when a few Mk.Is were converted for transport duties operating from airfields in Egypt. No. 267 Squadron was formed and in 1942 when supplies of Hudson VIs became available the type appeared in substantial numbers, many with the rear turret removed. Substantial numbers were used by Nos.117 and 267 in North Africa whilst No.163 operated in East Africa. Transport Hudsons were replaced by C-47 Dakotas before the end of 1943.

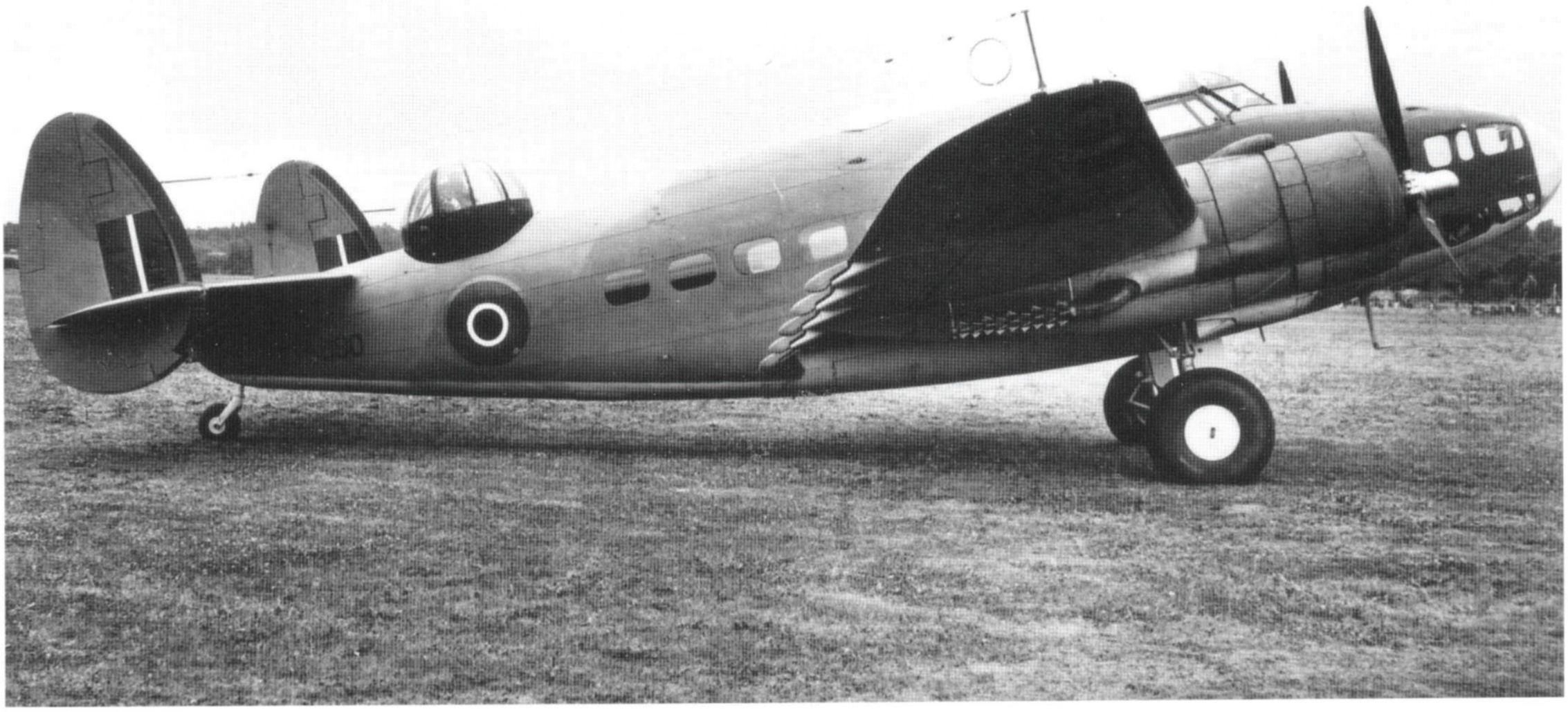
Hudson aircraft were also involved in operations centred on Malta during the siege of the islands and subsequently in operations which resulted in the invasion of Sicily.

Hudsons from Gibraltar flew in mail and personnel to and from the island including VIPs, ground and aircrew. Hudsons in civil markings flew from Egypt doing similar



Two pictures of the same Hudson IIIA of No.269 Squadron preparing for take off on patrol over the North Atlantic from Kaldadarnes, Iceland in June 1941 (IWM)





Hudson variants were hardly distinguisable one from the other apart from one important factor. The aircraft above can be categorised into a Mk.V or VI with Pratt & Whitney R1830 engines with longer cowlings and that below is a Mk.III or IIIA having shorter cowled Wright Cyclones. Both aircraft are factory fresh before being allocated to a squadron.



duties.

During the Malta convoys anti-submarine patrols were flown ahead and around the ships whilst Hudsons often acted as navigational guides to the Hurricanes or Spitfires flown off of aircraft carriers to help form Malta's defence.

retreat down the Malaysian peninsula. These aircraft were used mainly on night bombing sorties but casualties were heavy and the unit was disbanded due to shortage of aircraft.

Other Hudsons were held in India where No.139 Squadron was formed in December 1941 for reconnaissance operations over the Bay of Bengal. As British forces retreated from Burma these Hudsons were used to keep an eye on enemy activity on the Burmese coast but losses due to Japanese fighter intervention, operating from Akyab Island, were heavy.

The squadron was then renumbered and in June moved to Cuttack where as No.62 Squadron it took part in a bombing raid on 9 September 1942 on Akyab in the company of Blenheims, one Hudson being lost to Japanese fighters. Thereafter No.62 concentrated on patrol work and coastal reconnaissance until October 1942 when it was withdrawn to Vizagapatam for rest and recuperation before starting training as a light bomber unit.

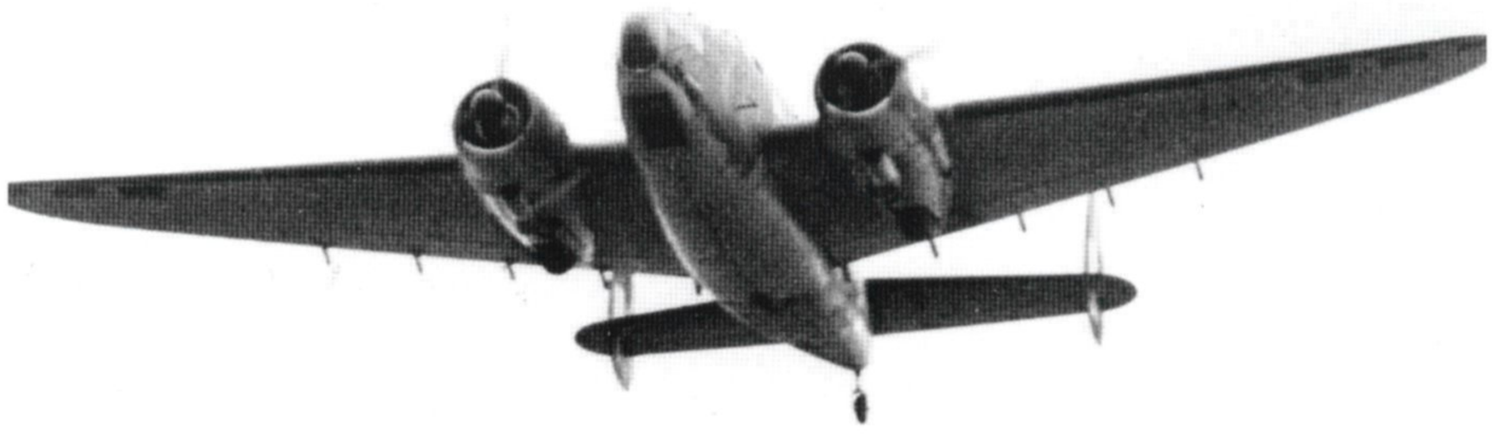
Returning to operations No.62 Squadron was posted to Dhubalia and began bombing attacks all along the Arakan coast both day and night.

Another squadron No.353 was formed at Dum Dum in June 1943 with several crews released by No.62 Squadron. In July they operated along the Burma coastline and carrried out convoy escorts for shipping in the

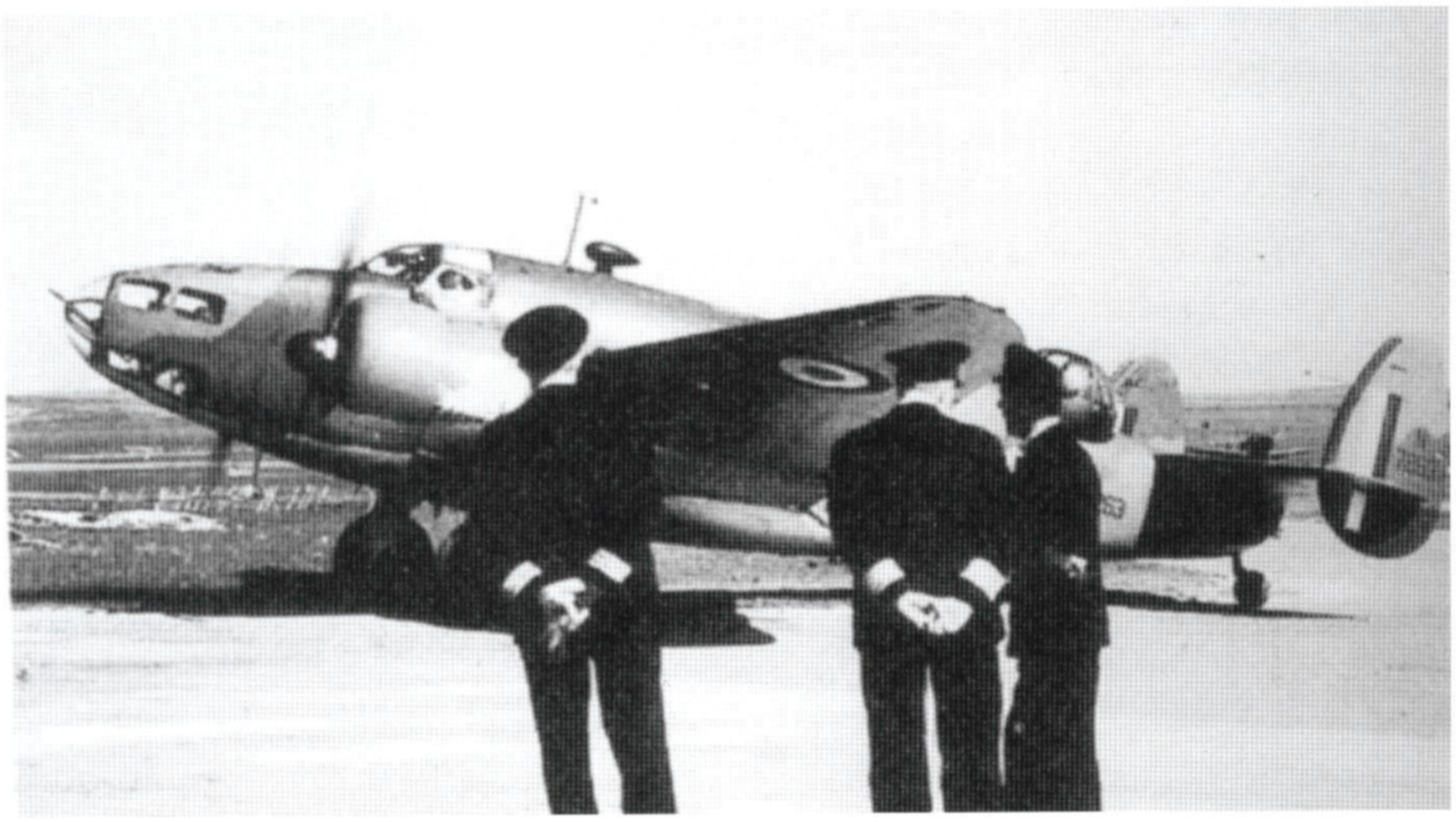
RAF HUDSONS IN BURMA AND INDIA

After the Japanese attack on Pearl Harbour in December 1941 and the subsequent invasion of Commonwealth, Dutch and American territory there were no RAF Hudson units east of the Middle East but reinforcements for decimated Australian units in Malaya, including a number of Hudson IIIs, were sent as replacements.

Some of these went to No.62 Squadron whose Blenheims had suffered badly in the



A wide high aspect ratio wing span with Fowler flaps on the trailing edge combined with two Pratt & Whitney engines and twin fins and rudders mark this aircraft as a Hudson Mk.V (IWM)



Hudson Mk.I N7263 retained its rear turret when serving in the Kings Flight (Air Britain)

Flight became No.357 Squadron having Hudsons, Liberators and Catalinas on strength. The Hudson was in use until December 1944 when they were replaced by Dakotas once again.

HUDSON VARIANTS

Having dealt with the Hudson's service in the RAF it is appropriate at this stage to differentiate between the various versions of the Hudson that saw service throughout the world.

Hudson Mk.I

As mentioned earlier the eigth production Hudson N7212 was the first to enter RAF squadron service in May 1939 with No.224 Squadron based at Leuchars. All 200 of those bought by the British Purchasing Commission were serialled N7205 to N7404 with additional serials P5116 to P5165 coming later. Powered by two Wright GR1820-G102A engines all but 31 of these were destined for RAF use whilst one was lost before delivery and two (P5163 and P5164) were given to the South African government to evaluate for their own services. The remainder went to the RCAF and were given Canadian serials. One Hudson Mk.I was converted into a VIP transport and another re-registered G-AGAR went to No. 2 Camouflage Unit.

Bay of Bengal.

Another squadron to form was No. 194 which started transport duties from Lahore in October 1942 and had their dorsal gun turrets removed. A detachment went to Dum Dum from where they made supply drops and delivered stores to Feni and Chittagong on the front line. Losses were light nd only one Hudson fell to Japanese fighters on 16 December. The squadron went on to dropping supplies at Fort Hertz as a beginning of many similar operations into jungle drop zones in Burma. The squadron moved back to India in February 1943 leaving only detachments behind. From Palam they ran freight and mail runs throughout India before all of the detached Flights had been withdrawn in May and the unit started to re-equip with C-47 Dakotas.

No.353 was similar in that it continued coastal and shipping patrols before being returned to Palam where it assumed the duties of a transport squadron. Some Hudson VIs were received in October but in early 1944 the Hudsons were replaced by C-47 Dakotas and the last Hudson was phased out in July.

One other RAF squadron used Hudsons in this area. This was No. 217 which arrived from the Middle East to settle in Ceylon in August 1942. They started over water patrols for a short period until their Hudson IIIs and IVs were replaced by Beauforts starting in April 1943.

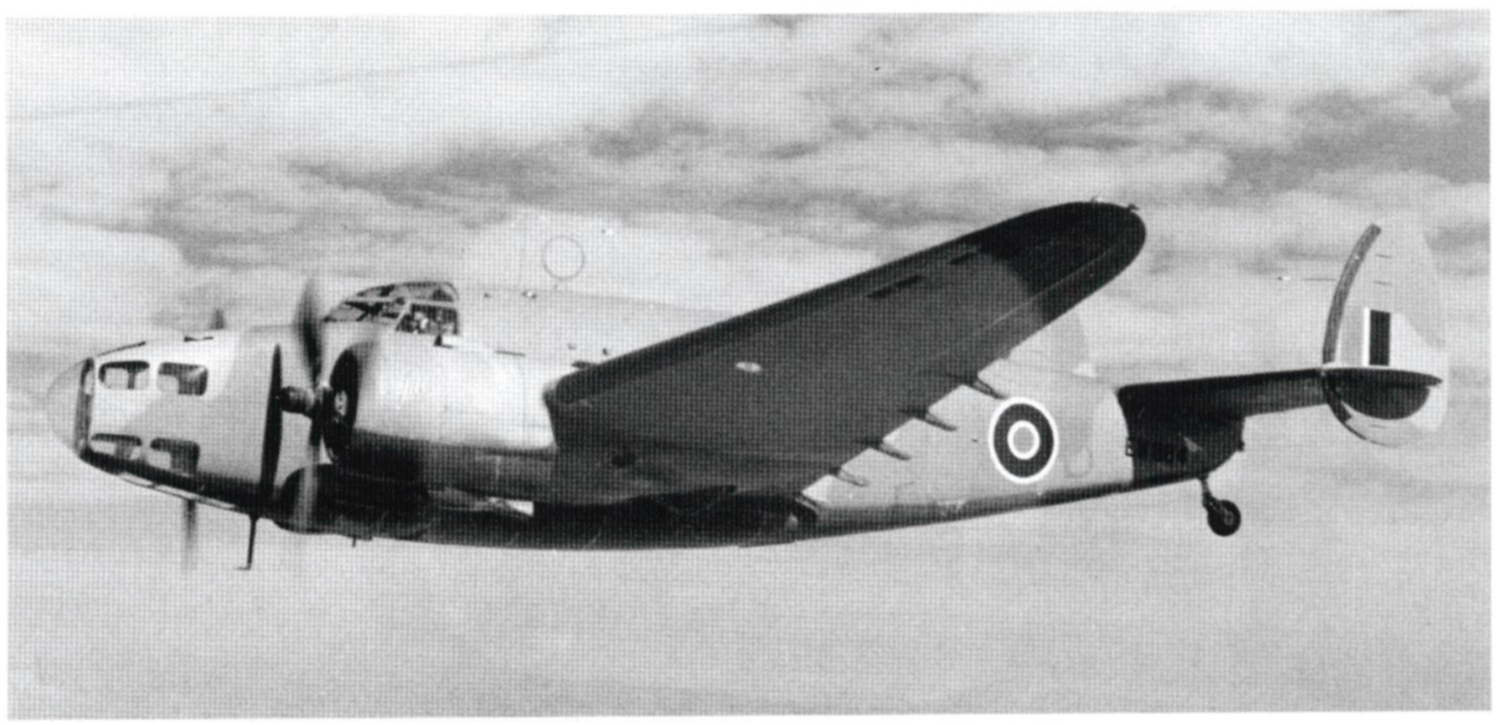
A few Hudsons remained with a Special Duties squadron engaged in dropping agents and arms to guerillas in Burma. In February 1944 No.1576 (Special Duties)

Three Hudson Mk.VI transports FK507 KW-S, EW889 KW-E and EW887 KW-C of No.276 Squadron based at LG 224 Cairo West, Egypt taking troops to Castel Benito, Tripoli on an operation *Helpful* flight, 9 April 1943. (IWM)





Above: Lockheed Hudson Mk.IIIA of 233 Squadron leaving its dispersal at Gibraltar on a reconnaissance sortie. This was at the time of the invasion of North Africa and the aircraft has US markings under the starboard wing. (IWM) Right: Hudson Mk.VI EW884 KW-B named 'Jill' of 267 Squadron based at El Adem, Libya flying supplies to a forward landing ground in the Western Desert while operating with the Mobile Operations Force of 216 Group November to December 1942. EW884 had previously served with No.163 Squadron in Editrea. (IWM)



Most of the Hudsons were delivered by sea to Liverpool but when the Lend-Lease Bill was signed in Congress on 11 March 1941 outstanding orders for Hudsons were taken over by Department of the Army contracts and were given USAAF designations.

Fifty other aircraft initially known as Mk.Is for the RAAF were powered by Pratt & Whitney Twin Wasp SC3-Gs and were in fact Lockheed B14Ss. In order to avoid confusion they were later re-designated as Hudson Mk.IVs.

Hudson Mk.II

Differing from the Hudson Mk.I in having constant speed propellers the 20 Mk.IIs, T9366 to T9385, had strengthened airframe components. All but the last one which retained its RAF serial on delivery to the RCAF, went to the RAF. One was diverted for use by BOAC but retained its military serial.

The Hudsons initially known as Mk.IIs in RAAF service were later redesignated as Mk.IVs.

Hudson Mk.III

Combining the airframe improvements made to the Mk.II and with more powerful GR1820-G205A engines driving constant speed propellers, the Mk.III also had increased armament including a retractable ventral installation and two flexible machine guns mounted on the port and starboard cabin windows. A total of 428 Mk.IIIs were delivered against British orders V9020-V9069, V9090-V9129, V9220-V9254, AE581-AE608 and AM930-AM953. During production extra fuel tanks were added to 241 aircraft which became Mk.III(LR)s. In the end the RAF took delivery of 371, the RCAF had three which retained their British serials and the RNZAF had 54 with serials beginning with NZ2001.



Hudson Mk.VI AM686: 4 served with Nos. 48 and 53 Squadrons on transport duties. It has the Coastal Commmand all white scheme used in 1943.

Lockheed Hudson Mk.III, T9390/UA-T, No. 269 Squadron (Coastal Command), Kaldadarnes (Iceland), late 1941. Extra Dark Sea Grey/Dark Slate Grey/Sky Grey finish; Medium Sea Grey codes. Serials in Night

Lockheed Hudson Mk.IIIA, NZ2083/UH-W, No. 2 Squadron, RNZAF, late 1941. Dark Earth/Dark Green/Sky finish with Medium Sea Grey codes; serial in Night. 'B' type roundels above wings; original US serial on nose in yellow

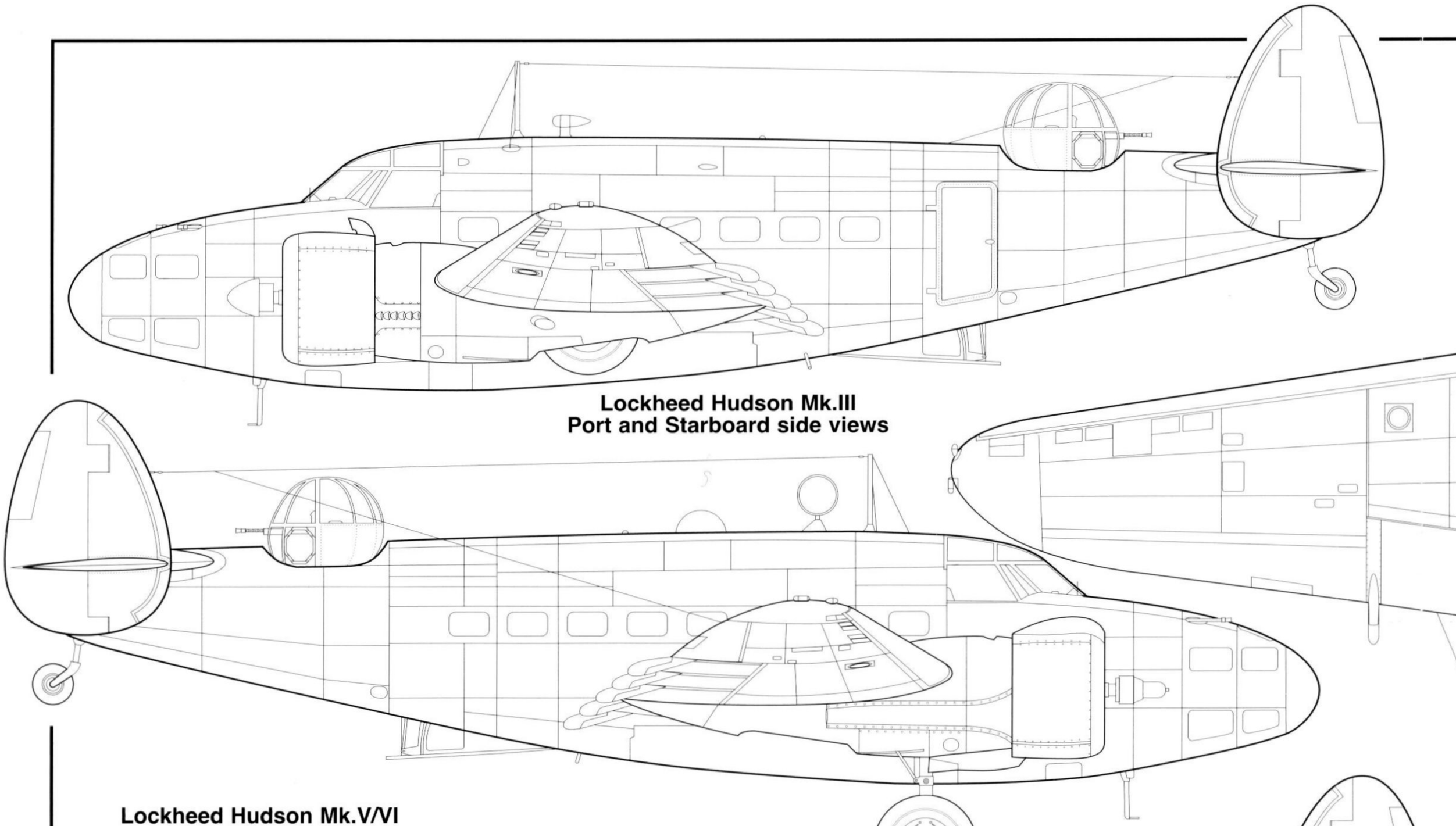
Lockheed Hudson Mk.III, Lockheed Hudson Mk.III, V8998/GK-O, No. 459 (RAAF) Squadron, North Africa, mid-1942. Dark Earth/Mid-Stone/Azure Blue finish; Codes in Sky Grey. Serial in Night; 'B' type roundels above wings

Lockheed Hudson Mk.III, Lockheed Hudson Mk.III, V9158/OS-T, No. 279 Squadron. Extra Dark Sea Grey/Dark Slate Grey/Sky finish; Medium Sea Grey codes. 'B' type roundels above wings; Night serials

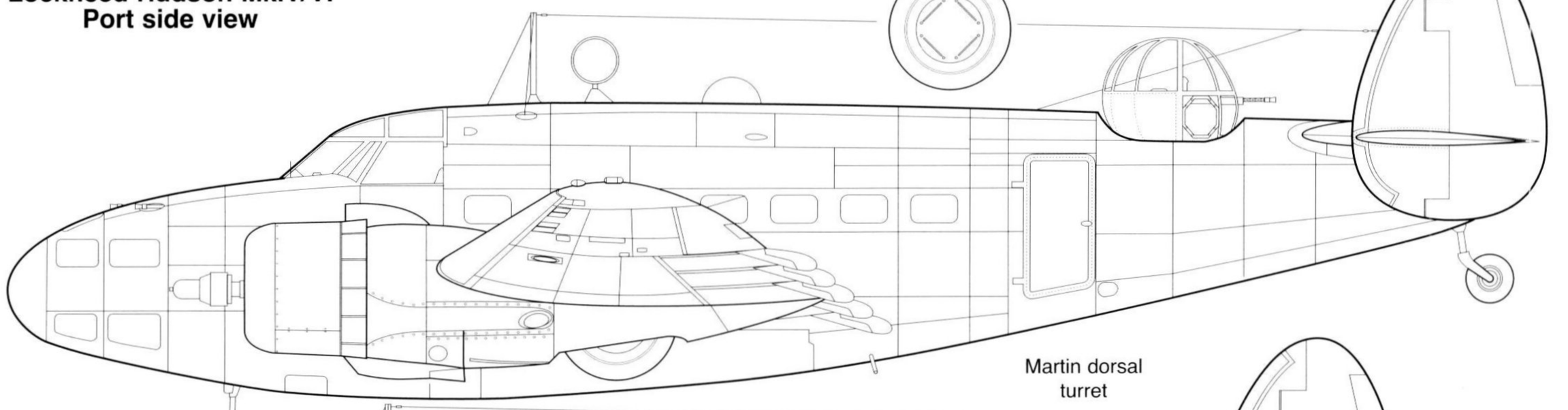
Lockheed Hudson Mk.IIIA, FH314/152, probably operated by No. 1444 Flight, Fayid (Egypt), 1944. Extra Dark Sea Grey/Dark Slate Grey/White finish; all lettering in Night. 'B' type roundels above wings; note sand filter above cowlings and exhaust flame dampers

Lockheed Hudson Mk.III, FK271/Z, No. 48 Squadron, late 1944. Extra Dark Sea Grey uppersurfaces with White undersides; all lettering in black. 'B' type roundels above wings

Lockheed Hudson Mk.III
Port and Starboard side views

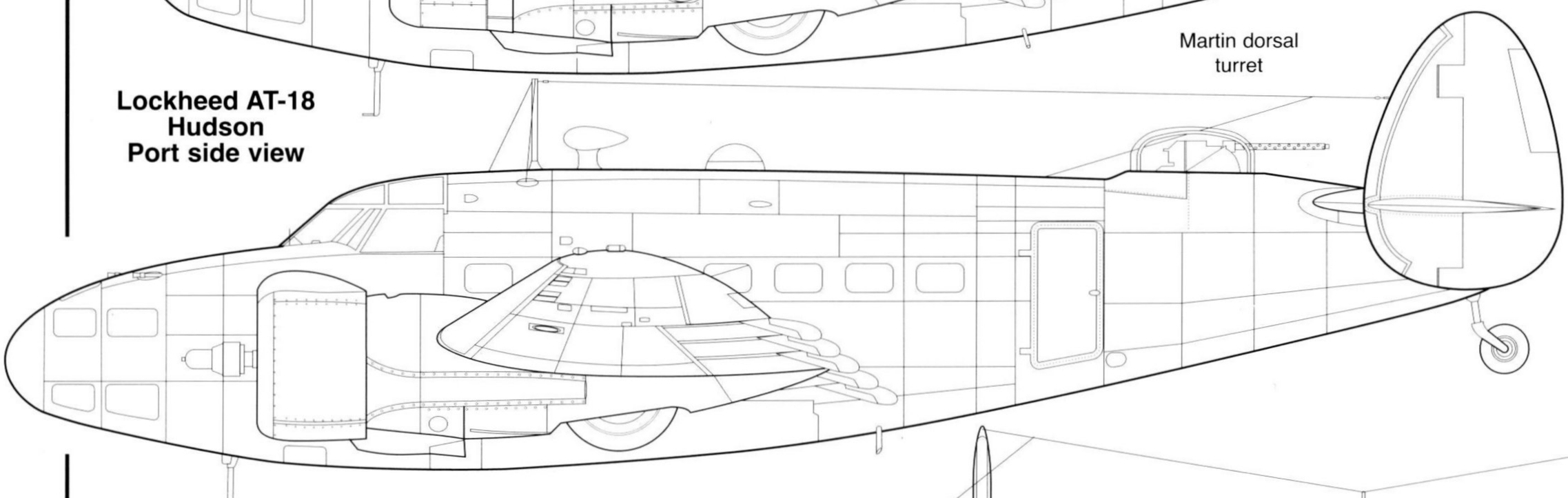


Lockheed Hudson Mk.V/VI
Port side view

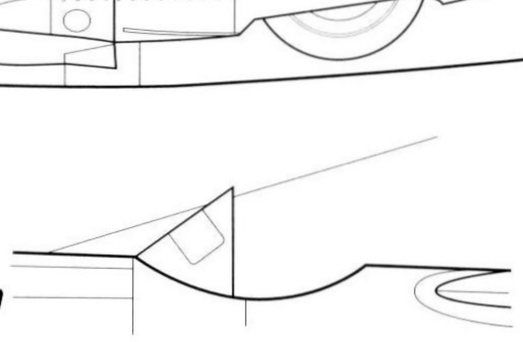


Lockheed AT-18
Hudson
Port side view

Martin dorsal turret



Scrap view showing detail of A-29 Hudson open dorsal gun position

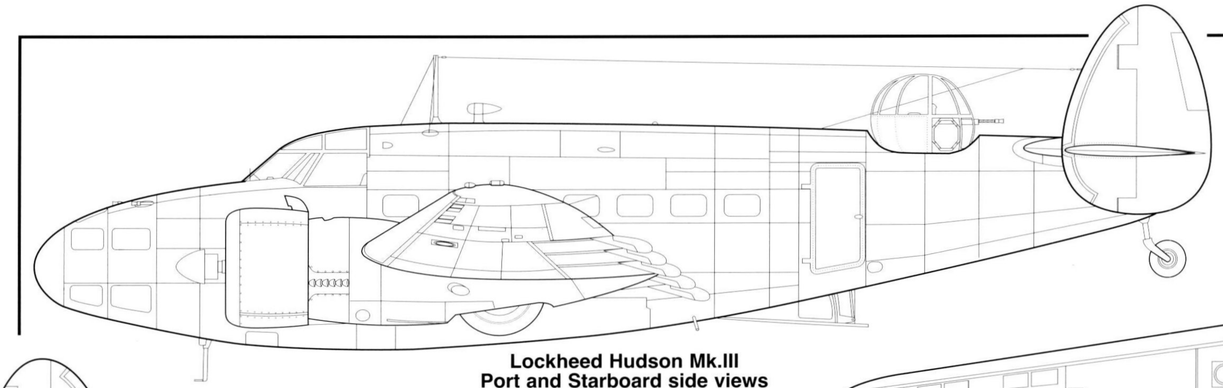


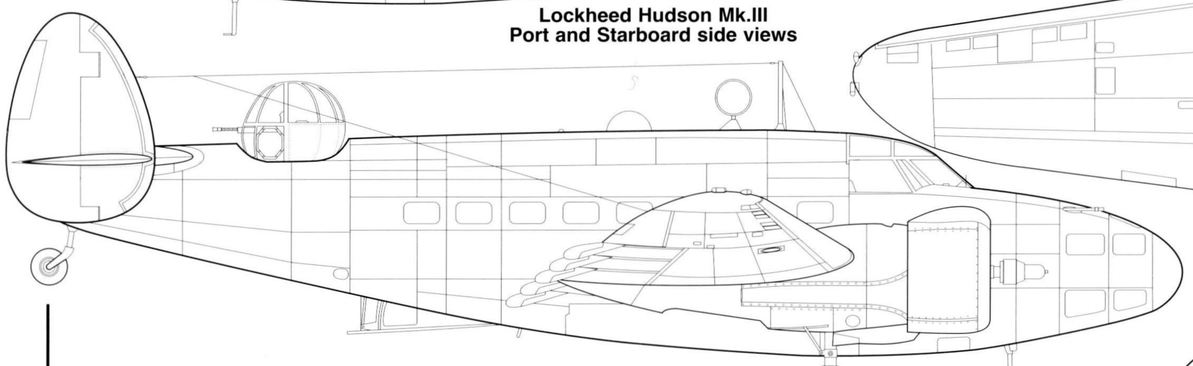
Lockheed Hudson Mk.III
Front view

Lockheed Hudson Mks I to VI

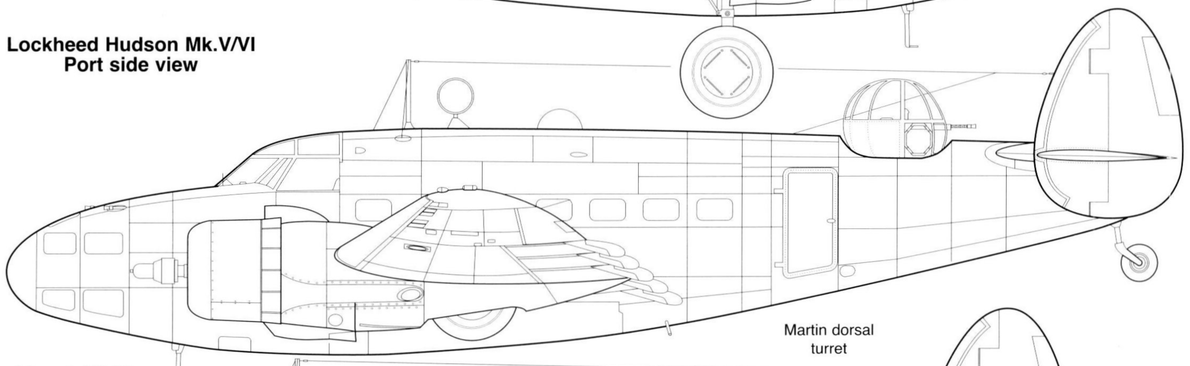
Drawings by
Richard J. Caruana

Lockheed Hudson Mk.III
Port and Starboard side views



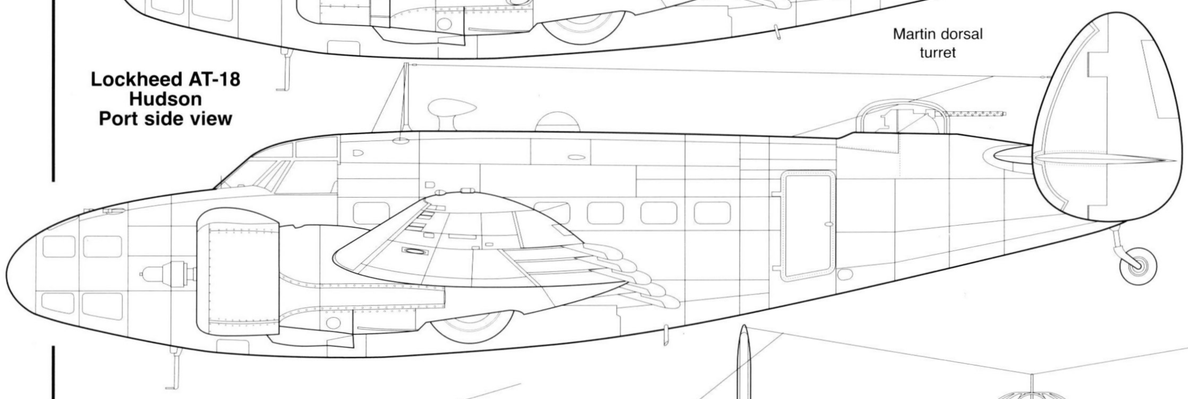


Lockheed Hudson Mk.V/VI
Port side view

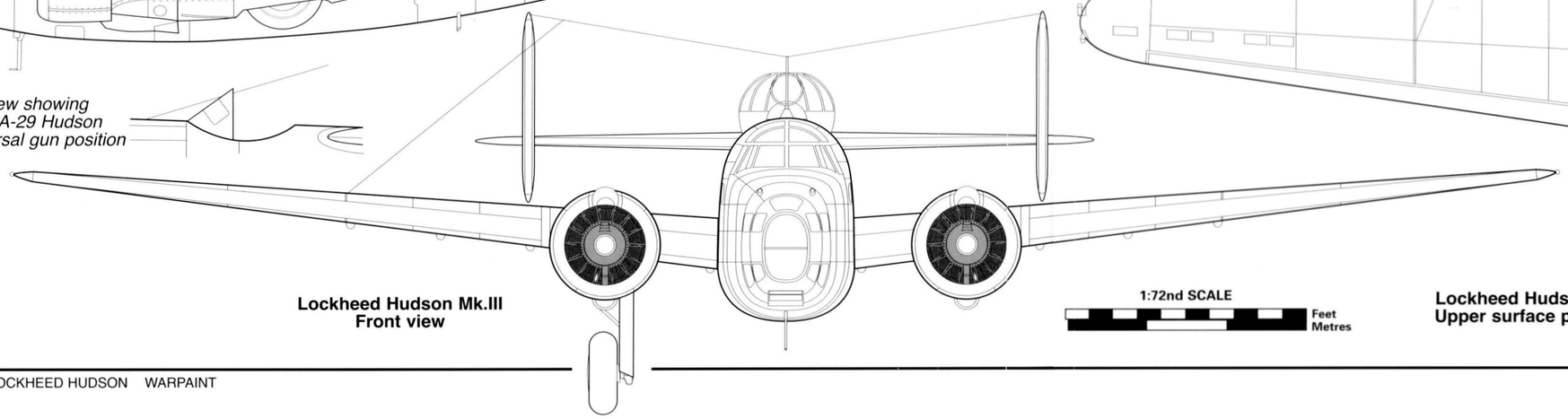


Martin dorsal
turret

Lockheed AT-18
Hudson
Port side view



Scrap view showing detail of A-29 Hudson open dorsal gun position



Lockheed Hudson Mk.III
Front view

Lockheed Hudson Mk.III
Underside plan view

1:72nd SCALE

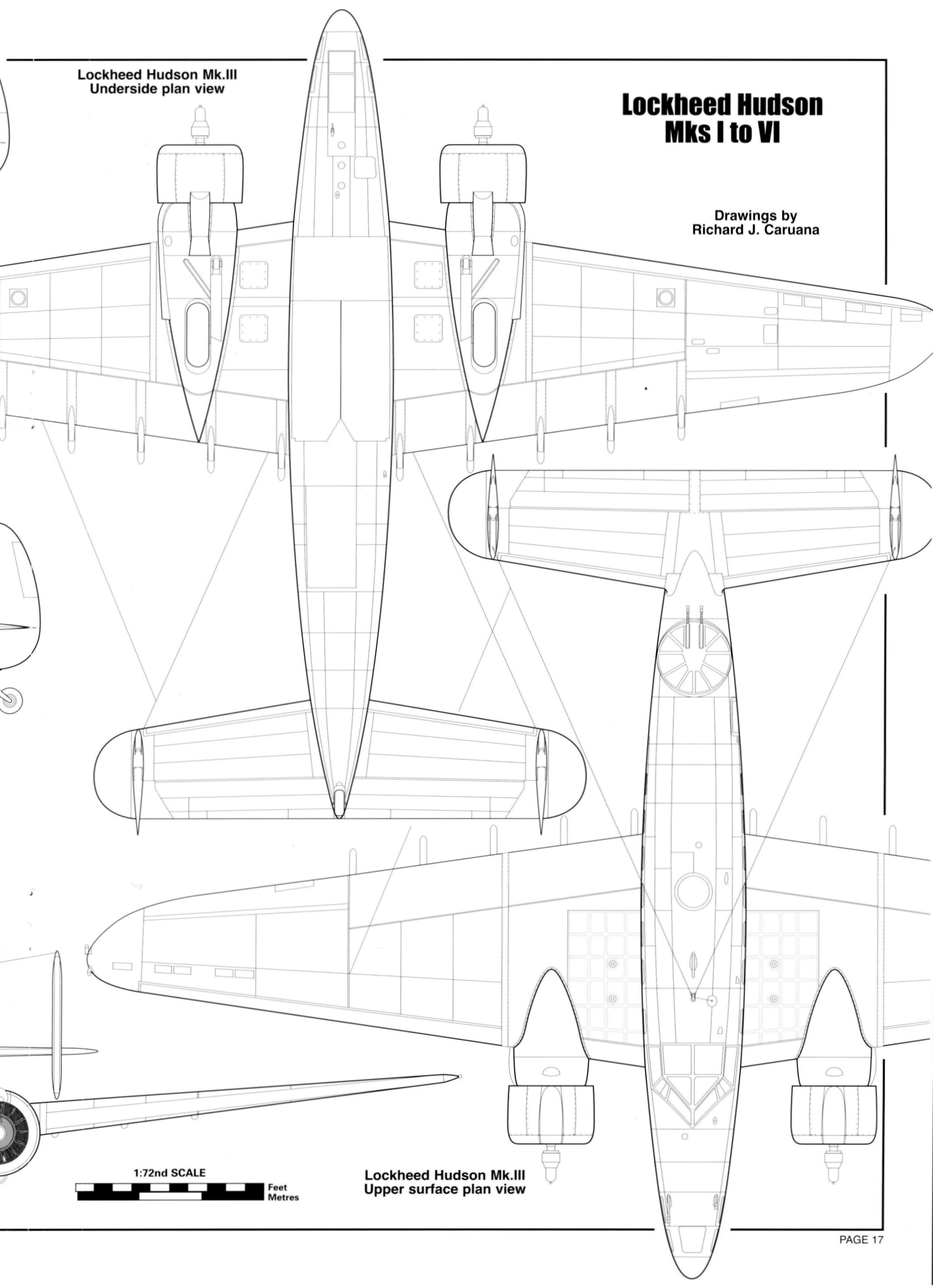
Feet
Metres

Lockheed Hudson Mk.III
Upper surface plan view

Lockheed Hudson Mk.III
Underside plan view

Lockheed Hudson Mks I to VI

Drawings by
Richard J. Caruana



1:72nd SCALE

Feet
Metres

Lockheed Hudson Mk.III
Upper surface plan view





Probably on delivery Hudson V seen before being allocated to a squadron. Noteworthy are the propellers without spinners and the excessive oil streaks from the engine. (IWM)

Some of the Hudson Mk.IIIs were later modified to carry the Mk.I airborne lifeboat for air-sea-rescue duties. BOAC had four Hudson Mk.IIIs G-AGDC, 'GDO, 'GDF, 'GDK whilst 'GDC and 'GDK were returned to the RAF. All of them were named after Scottish lochs.

Hudson Mk.IV (RAAF originally Mk.I and Mk.II)

As the Commonwealth Aircraft Corporation had acquired the production rights for the Pratt &Whitney Wasp S1H-1G engine and as many components of this single row engine were common to those of the 14 cylinder Twin Wasp, the RAAF decided to have Pratt &Whitney Twin Wasp SC3-Gs fitted to the 50 aircraft it ordered shortly after the initial British order for 200 hence the initial confusion. As has been seen these aircaft were later redesignated as Mk.IVs. The first batch to be delivered did not have the Boulton Paul dorsal turret and relied on an open cockpit mounting a single machine gun for rearward defence.

A follow on order was placed by the RAAF for 50 aircraft serialled A16-51 to A16-100, and incorporated a number of minor improvements. These too became Hudson Mk.IVs. Thirty Hudson Mk.IVs were ordered by the RAF serialled AE609 to AE638, but of these the RAF was to actually receive only 23 of them whilst the remainder went to Australia.

A further total of 52 Hudsons were ordered by the RAAF designated Mk.IVAs and serialled A16-101 to A15-152.

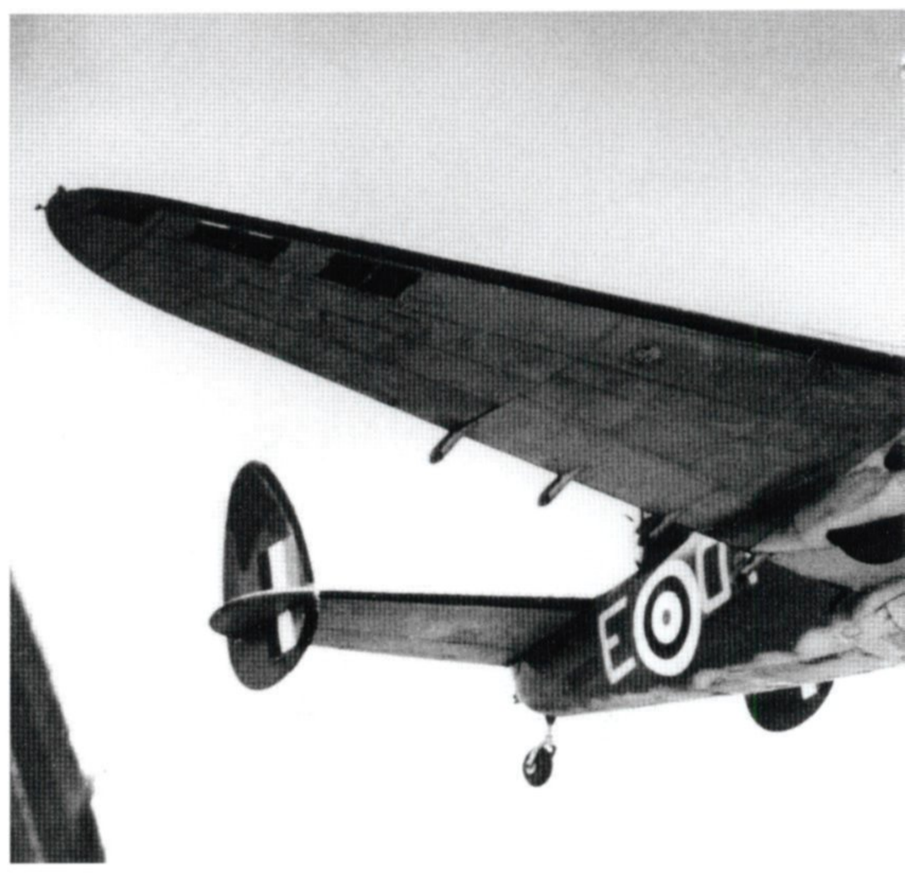
Hudson Mk.V

Powered by Twin Wasp S3C-4Gs the Mk.V had the improvements and additional armament of the Mk.III. The first 202 Hudsons AE639-AE657, and AM520-AM702 were fitted with standard fuel tanks with the designation Mk.V(SR). All but seven were delivered to the RAF but AM633, '667, '668 and '688 were later delivered to the USAAF in Britain whilst AM576 went to the RCAF and AM589-AM594 went to New Zealand to serve with the RNZAF.

The next batch of 207 Mk.Vs had extra fuel tankage and thus had the (LR) designation added to the mark number. They were serialled AM703 to AM909. One, AM707, was used between June and August 1941 by BOAC as G-AGCE while a further 42 were delivered to the RCAF.

Hudson Mk.VI

This version was basically similar to the Mk.V but powered by different engines. Intended for use by Commonwealth air



Hudson Mk.V V9105 DY-E of No. 48 Squadron more than likely when the unit was based in Gibraltar in 1942. (IWM)



Three Hudson Mk.Vs AM557, DY-X, AM579 DY-G and DY-R of No. 48 Squadron based at Wick on a photographic sortie. (IWM)

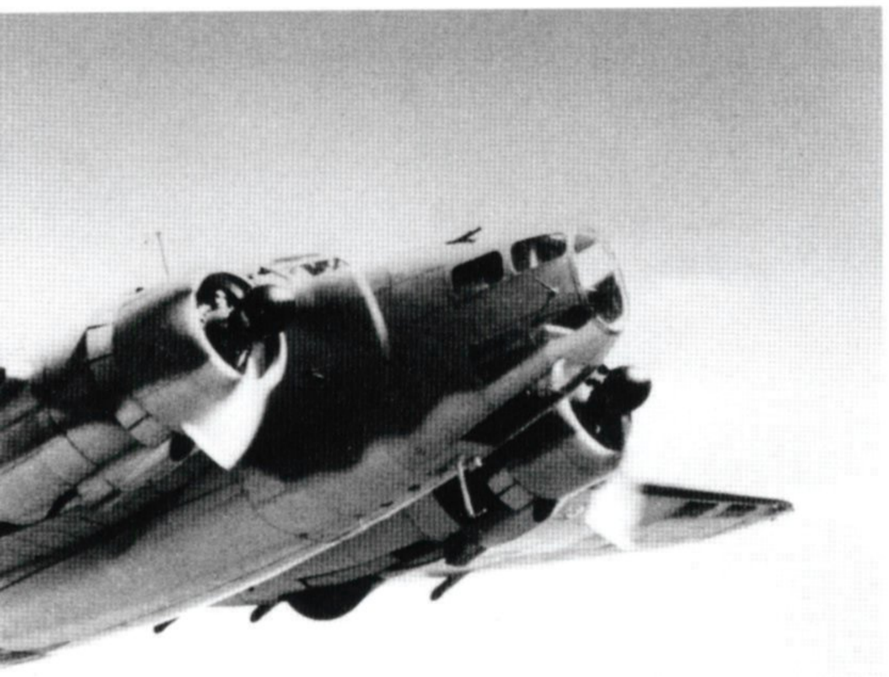
forces 450 were built and were given British serials, EW873-EW972 and FK381-FK370.They were delivered as Hudson Mk.VIs to the RAF who took 410 whilst at least three were transfered to the USAAF and one went to Portugal's Aviacao Naval. The RCAF had 36 and the RNZAF had four.

Most Hudson Mk.VIs were used in the transport role and many had their dorsal turret removed being operated as the Hudson C.Mk.VI.

COMMONWEALTH AIR FORCES

Australia

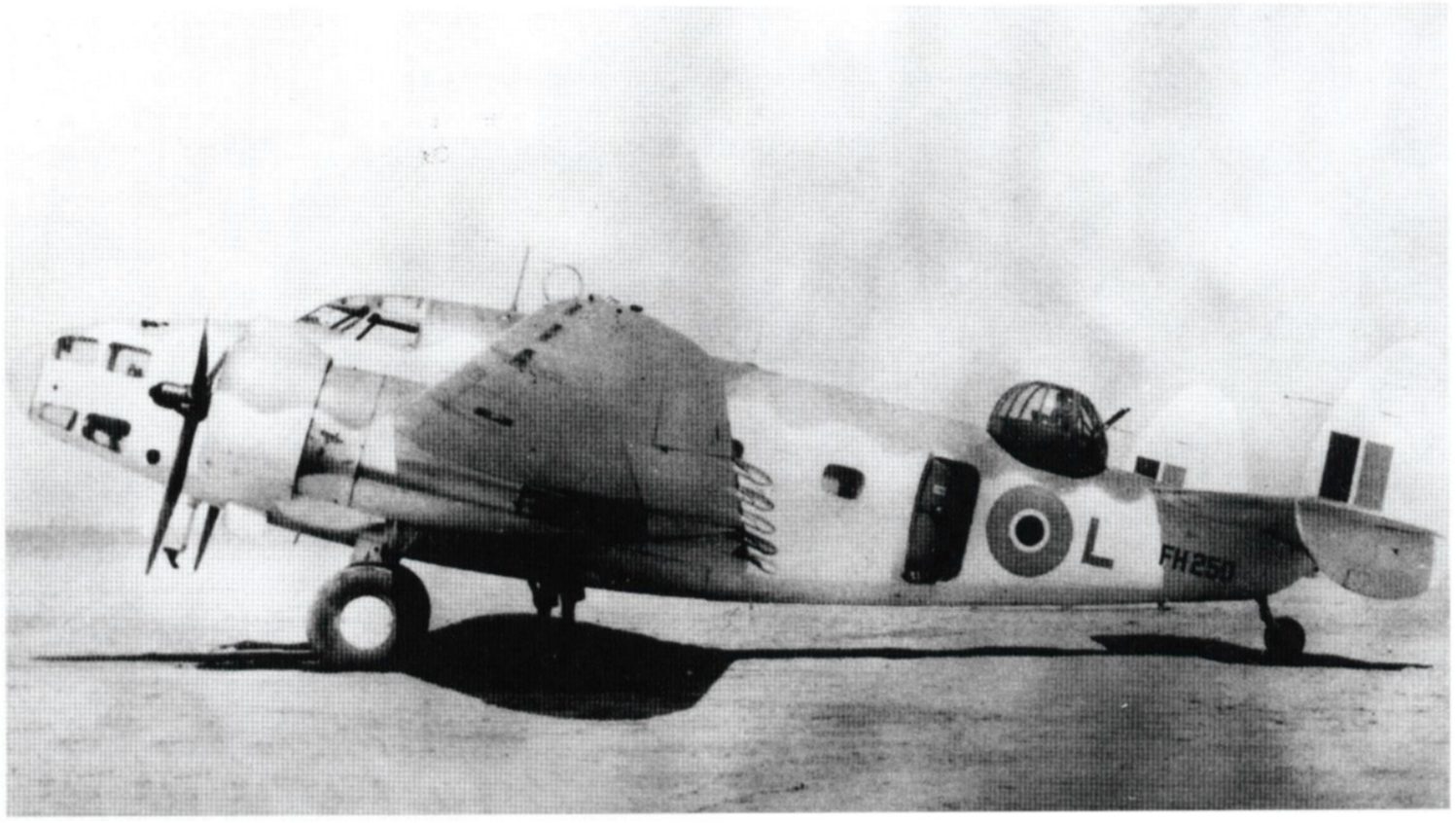
The first Australian unit to receive Hudsons was No. 1 General Reconnaissance



Lockheed Hudson squadrons and units

Squadron	Variant	Base	From/To	Example of serials and codes
UK based squadrons				
48	Hudson Mk.III/V	Stornoway	Sep 41 -Nov 42	V9105 DY:Y
	Hudson Mk.VI	Gibraltar	Dec 42 - Feb 44	EW891 A
59	Hudson Mk.IIIA	Thorney Island	Aug 41 - Jan 42	AM524 TR:V, AM568 TR:T
	Hudson Mk.V	North Coates	Jan 42 - Aug 42	EW904 TR:S
	Hudson Mk.VI	Chivenor	Feb 43 - Mar 43	FH260 TR:X
		Gibraltar	May 43 - Sep 43	FH426 TS:B
206	Hudson Mk.I	Bircham Newton	Mar 40 - Aug 42	N7275 VX:R N7311 VX:G
	Hudson Mk.II	St Eval	Apr 41 - ?	T9383 VX:Q
	Hudson Mk.III	Aldergrove	Apr 41 - Aug 42	T9392 VX:R
	Hudson Mk.IV	Aldergrove	Apr 41- ? 41	AE612 VX:O
	Hudson Mk.V	St.Eval	Jun 41 - Aug 42	AE648 VX:N, AM570 VX:P
220	Hudson Mk.I	Thornaby	Sep 39 - Apr 42	N7232 NR:T
	Hudson Mk.III	Wick	Sep 40 -Apr 42	P5151 NR:B
224	Hudson Mk.I	Leuchars	May 39 - Jul 41	N7216 QA:D
	Hudson Mk.III	Limavady	April 41 - Dec 41	V9068 QX:H
	Hudson Mk.V	St.Eval	Dec 41 - Feb 42	AE639 QX:Q AE643 QX:W
233	Hudson Mk.I	Bircham Newton	Aug 39 - Sep 41	N7226 ZS:D
	Hudson Mk.III	Aldergrove	Aug 40 - Feb 44	T9378 ZS:U
	Hudson Mk.IIIA	Gibraltar	Jun 42 - Feb 44	FH260 Q
	Hudson Mk.V	Blakehill Farm	Aug 41- Feb 44	AE641 ZS:A
269	Hudson Mk.I	Wick	Mar 40 - ? 42	N7276 UA:X
	Hudson Mk.III	Kaldadarnes	Jun 41 - Mar 43	FH432 UA:O
279	Hudson Mk.III/V/VI	Bircham Newton	Nov 41 - Nov 44	V9158 OS:T
320	Hudson Mk.I/II/III	Carew Cheriton	Oct 40 - Sep 42	T9339 NO:C
	Hudson Mk.VI	Bircham Newton	Sep 42 - Mar 43	PK402 NO:R
407 RCAF	Hudson Mk.I	St.Eval	Jun 41 - ? 41	P5116 RR:D
	Hudson Mk.III	North Coates	Jun 41 - ? 42	V9095 RR:G
	Hudson Mk.V	Thorney Island	Jun 41 - Feb 43	AE649 RR:R
	Hudson Mk.VI	St.Eval	Oct 42- Mar 42	None known
500	Hudson Mk.III/V	Bircham Newton		
		Gibraltar	Dec 41 - Apr 44	V9094 MK:W
608	Hudson Mk.IIIA	Blida	Nov 42 - Aug 43	FH345 Z
	Hudson Mk.V	Thornaby	Jul 41 - Jul 44	AM686 D
	Hudson Mk.VI	Protville	Mar 43 - Jul 44	EW925 Z
Special Duties squadron				
161	Hudson Mk.III/V	Tempsford	Oct 43 - Jun 45	T9439 MA:R
West Indies/USA				
53	Hudson Mk.III	Quonset Point Rhode Island	Jul 42 - Feb 43	V9232 FZ:A
	Hudson Mk.V	Wheeler Field Trinidad	Jul 41 - Jul 42	AM727 FZ:D
West Africa				
200	Hudson Mk.III/IV/V	Jeswang	Jun 42 - Sep 43	FH225 P
Iceland				
251	Hudson Mk.III/IIIA	Reykjavik	Aug 44- Aug 45	FK743 AD:L
269	Hudson Mk.V	Reykjavik	Jan 44 - Jul 45	FK737 UA:C (also see above)
Mediterranean				
48, 500, 608 see above				
459 RAAF	Hudson Mk.III/IIIA	Burg-el-Arab	Feb 42 - May 42	V8992 GK:B
	Hudson Mk.VI	Gambut		
		Ramat David	?43 - Feb 44	FN997 S
Aden				
8	Hudson Mk.IIIA/VI	Khormaksar	May 42 - May 45	FH285
India/Far East				
62	Hudson Mk.III	Dum Dum	Apr 42 - Aug 43	V9124 G
139	Huidson Mk.III	Chittagong	Dec 41 - Apr 42	V9114
217	Hudson Mk.III/IIIA	Minnerya	Oct 42 - Jun 43	AE532 R
	Hudson Mk.VI	Vavuniya	Oct 42 - Jun 43	FK483 T
353	Hudson Mk.III	Dum Dum	Jun 42 - Oct 44	FH373 Y
	Hudson Mk.VI	Palam	Oct 44 - Oct 44	FK642
Transport squadrons				
117	Hudson Mk.VI	Malta	Jul42 - Sep 43	FK385 LD:D
163	Hudson Mk.IIIA	Asmara	Jul 42- Dec 42	EW960
	Hudson Mk.VI	Asmara	Jul 42- Dec 42	FK485
216	Hudson Mk.III/VI	Cairo West	Jul 42- Apr 43	FK384 Q
267	Hudson Mk.III/IV/V	Bilbeis	Aug 40 - Jul 43	FK504 G1
194	Hudson Mk.VI	Lahore	Nov 42 - Sep 43	FK584 W
353 see above				
357	Hudson Mk.IIIA	Digri	Feb 44 - Jan 45	AM949
Meteorological squadrons				
251 (previously 1407 Flt)				
	Hudson IIIA	Reykjavik	Aug 44 - Aug 45	FH361
517 (previously 1404 Flt)				
	Hudson III	Stornoway	Aug 43 - Sep 43	V9123
519 (previously 1406 Flt)				
	Hudson Mk.III/IIIA	Wick	Sep 43 - Mar 45	N9195 Z9:L
520 (previously 1402 Flt)				
	Hudson Mk.III	Gibraltar	Sep 43 - Oct 45	FH357
521 (previously1401 Flt)				
	Hudson Mk.III/V	Bircham Newton	Aug 42- Mar 45	FK740
Army Cooperation squadrons				
285	Hudson Mk.III	Wrexham	Dec 41 - Oct 42	V9038
287	Hudson Mk.III	Croydon	Nov 41 - Apr 42	V9160
288	Hudson Mk.III	Digby	Dec 41 - Mar 42	AE606
289	Hudson Mk.III	Kirknewton	Dec 41 - Mar 42	AE505
Air-sea-rescue				
279	Hudson Mk.III/V/VI	Bircham Newton Reykjavik	Nov 41 - Oct 44	T9406 OS:L (see above)





Above: A landing ground in the Western Desert with Hurricane Mk.I AK-W of No.213 Squadron and a Hudson Mk. IV from a transport unit on supply duties to the Army in the forward areas. Right: In 1942 many Hudsons in Coastal Command had their colour schemes changed to all white lower surfaces with dark sea grey on the top decking. This machine FM256-L'was a Mk.III from No. 48 Squadron.

Squadron and was sent to Singapore in 1940 to reinforce the RAF there and this was followed by No. 8 Squadron a few months later.

By the time of Pearl Harbour in December 1941 six more squadrons had been fully or partially equipped and there were some 77 aircraft available on the outbreak of war. Of these there were 24 in Malaya and Singapore and a further 53 in Australia, New Britain and the East Indies.

The Japanese invasion of Malaya was first spotted by three aircraft of No. 1 Squadron on 6 December 1941. Landings began on 8 December and six Hudsons were sent out from Kota Baru to attack the warships and invasion barges at low level. One 9,700 ton transport was sunk as well as a number of barges but two Hudsons were shot down during the raid. No. 1 Squadron then withdrew to join No. 8 Squadron at Kuantan.

Other squadron units known to exist at the time of the start of the war in the Far East were No. 2 Squadron based in Darwin, Australia but having detachments at Koepang, Timor whilst No. 13 'Squadron also at Darwin had a detachment at Laha. No. 24 Squadron was at Rabaul but only had four Hudsons whilst Nos 6, 7 and 23 Squadrons remained in Australia the first two without any aircraft whilst No. 23 had only three.

Meanwhile in Malaya reconnaissance spotted another Japanese fleet of transports approaching and the aircraft at Kuantan prepared to attack. But the Japanese got there first with three Hudsons destroyed and others damaged in strafing attacks before any action could be takem. Consequently both were withdrawn to Sembawang and from there maintained bombing and reconnaissance sorties by both day and night. But losses resulted in only a total of six aircraft remaining between the two squadrons by the end of December. On Christmas Day eight replacement Hudsons arrived allowing the renewal of attacks on the Japanese advance. Other Hudson IIIs also arrived from the Middle East but most were too little and too late.

Meanwhile No. 24 Squadron based at Rabaul had seen its first action on 15 December when an attack was made on Japanese shipping. On 10 January 1942 reconnaissance showed a large force approaching Minahasa which was attacked by Hudsons and Catalinas. The former scored direct hits on a cruiser and two other ships. Further strikes were made the following day which were met by Japanese Pete floatplane fighters. In the combat that followed two of these were destroyed. But it was a different story on the following day as the Australian force was met by Zero fighters with four out of the five bombers shot down. Subsequently the Japamese made many low-level attacks on Rabaul airfield in which more Hudsons were written off. The remainder helped to evacuate the island's garrison as the Japanese relentless advance continued.

It was a similar case for Nos. 2 and 13

U-boats sunk by Hudson aircraft

1942	1943
U-570	U-442
U-565	U-83
U-503	U-77
U-573	U-167
U-701	U-?
U-754	U-447
U-619	U-646
U-658	U-273
U-411	U-755
U-595	U-594
U-605	U-97
U-259	U-199
U-331	U-?
	U-336

Lockheed Hudson Mk.III, V8988/AD-Z, No. 251 Squadron, Reykjavik, 1944. Extra dark Sea Grey/Dark Slate Grey/White finish; codes in Night, serial in Light Slate Grey. 'B' type roundels above wings

Lockheed Hudson Mk.V, AM667/OY-X, No. 48 Squadron. Extra Dark Sea Grey/Dark Slate Grey/Sky Grey finish with Medium Sea Grey codes; Night serials and spinners. 'B' type roundels above wings

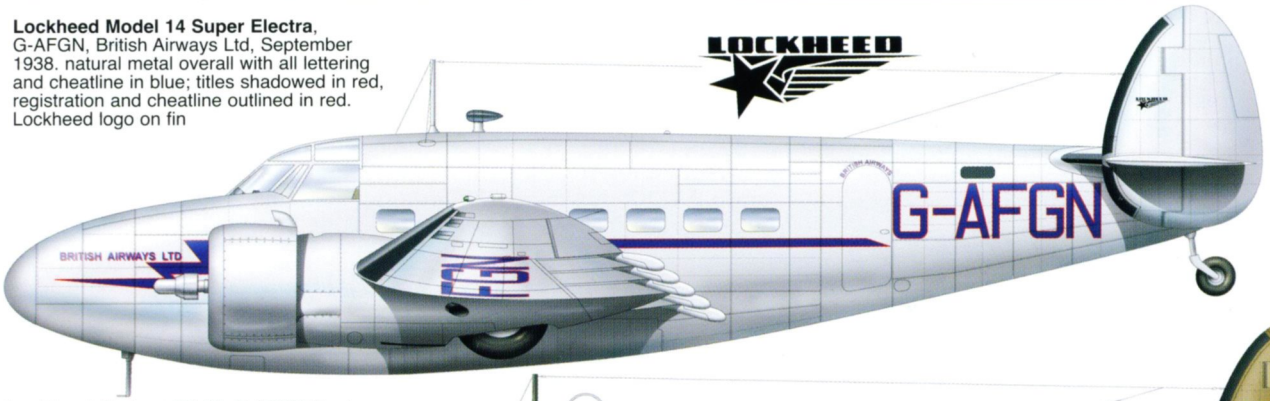
Lockheed Hudson Mk.V, AM714/Z, No. 500 Squadron, November 1944. Extra Dark Sea Grey/Dark Slate Grey/White finish; code in Ident Red. Serial in Light Slate Grey

Lockheed Hudson Mk.VI, EW970/LO:Q, No. 216 Squadron, Cairo,late 1942. Dark Earth/Mid-Stone/Azure Blue finish; codes in Ident Red. Serial in Night; 'Q' repeated on nose in Ident Yellow. 'B' type roundels above wings

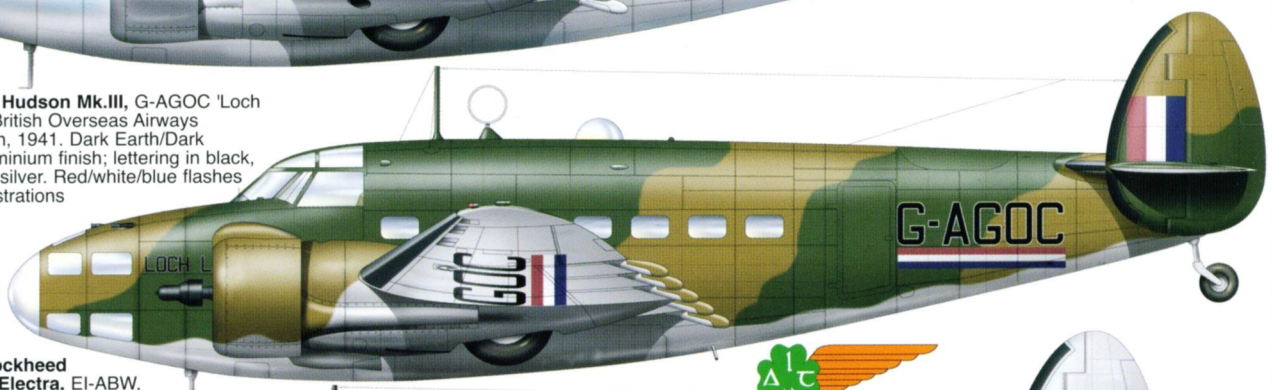
Above: Lockheed Hudson Mk.VI, EW884/B 'Jill', No. 163 Squadron, Asmara, late 1942. Dark Earth/Mid-Stone/Azure Blue finish; code 'B' in Ident Red. Serial in Night; name on engine cowling is yellow, outlined in black

Lockheed Hudson Mk.VI, FK543/M, No. 608 Squadron, Bo Rizzo, Sicily, September 1942. Extra Dark Sea Grey/Dark Slate Grey/White finish; code 'M' in Ident Red (repeated on nose). Serial in Light Slate Grey; 'B' type roundels above wings

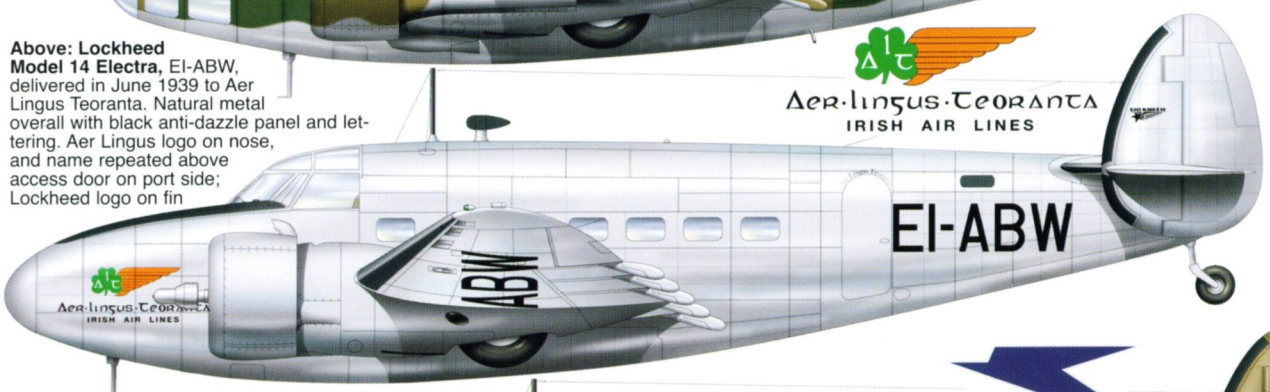
Lockheed Model 14 Super Electra, G-AFGN, British Airways Ltd, September 1938. natural metal overall with all lettering and cheatline in blue; titles shadowed in red, registration and cheatline outlined in red. Lockheed logo on fin



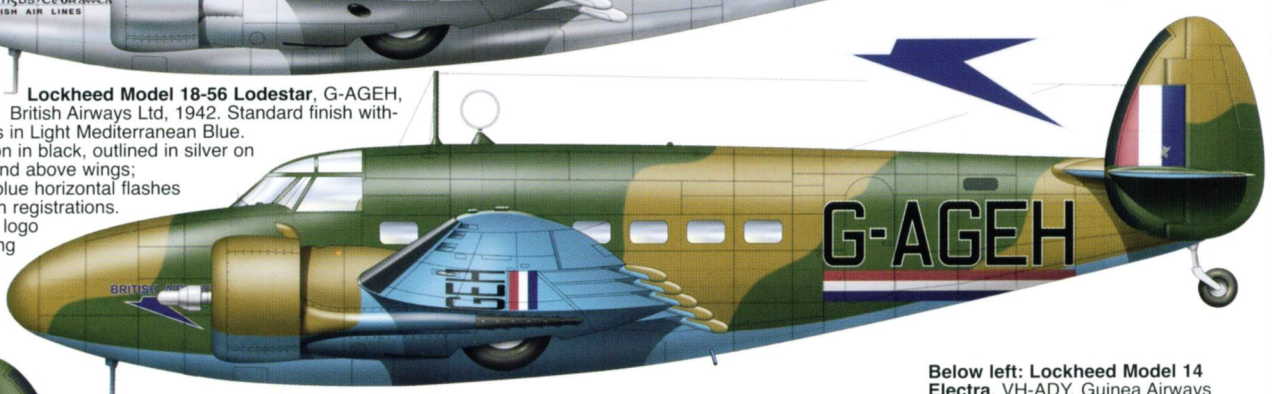
Lockheed Hudson Mk.III, G-AGOC 'Loch Lomond', British Overseas Airways Corporation, 1941. Dark Earth/Dark Green/Aluminium finish; lettering in black, outlined in silver. Red/white/blue flashes below registrations



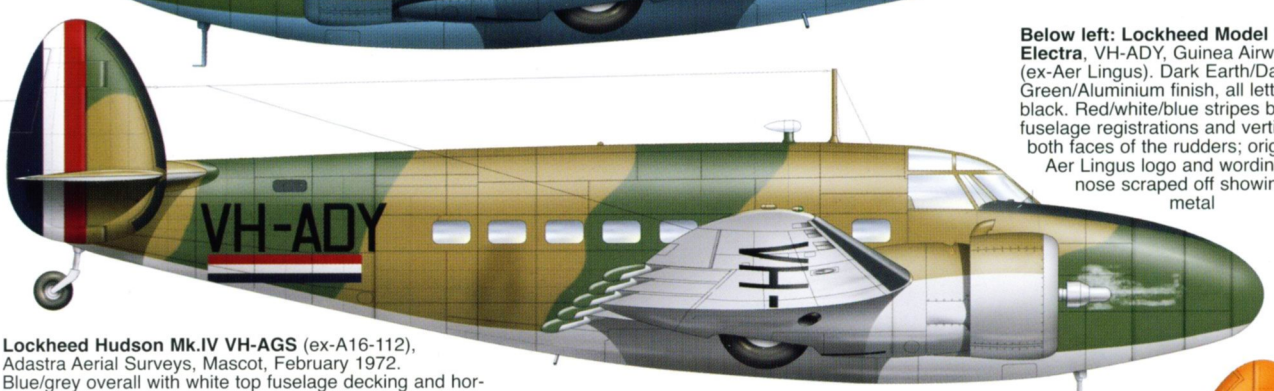
Above: Lockheed Model 14 Electra, EI-ABW, delivered in June 1939 to Aer Lingus Teoranta. Natural metal overall with black anti-dazzle panel and lettering. Aer Lingus logo on nose, and name repeated above access door on port side; Lockheed logo on fin



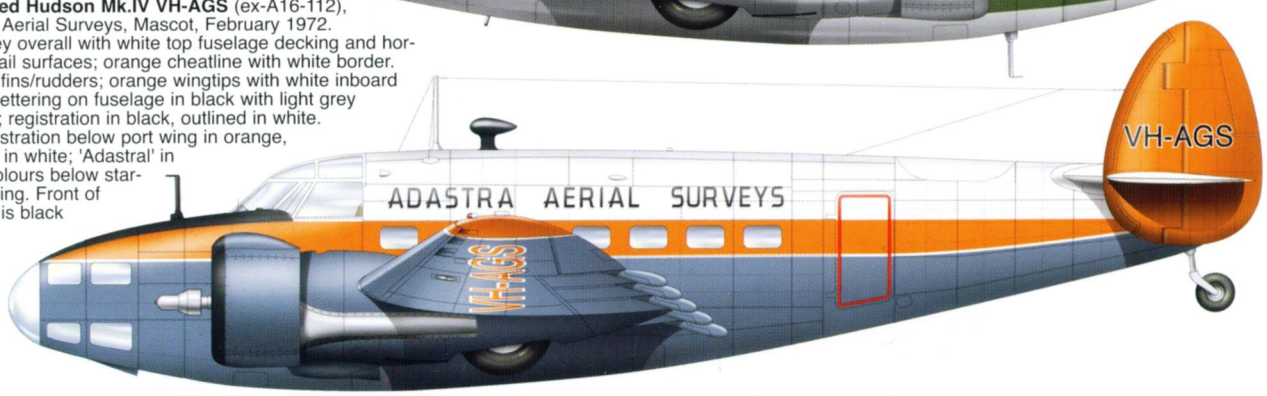
Lockheed Model 18-56 Lodestar, G-AGEH, British Airways Ltd, 1942. Standard finish with undersides in Light Mediterranean Blue. Registration in black, outlined in silver on fuselage and above wings; red/white/blue horizontal flashes underneath registrations. Speedbird logo and lettering on nose in blue, outlined in silver



Below left: Lockheed Model 14 Electra, VH-ADY, Guinea Airways (ex-Aer Lingus). Dark Earth/Dark Green/Aluminium finish, all lettering in black. Red/white/blue stripes below fuselage registrations and vertically on both faces of the rudders; original Aer Lingus logo and wording on nose scraped off showing bare metal



Lockheed Hudson Mk.IV VH-AGS (ex-A16-112), Adastra Aerial Surveys, Mascot, February 1972. Blue/grey overall with white top fuselage decking and horizontal tail surfaces; orange cheatline with white border. Orange fins/rudders; orange wingtips with white inboard stripe. Lettering on fuselage in black with light grey shadow; registration in black, outlined in white. Full registration below port wing in orange, outlined in white; 'Adastral' in same colours below starboard wing. Front of cowling is black





Above: One of the Royal Australian Air Force Squadrons serving in the Far East. A16-68 was one of the early deliveries from the USA. Right: Twelve Hudsons were converted for aerial survey work in Canada after the war working with Kenting Aviation. This one was registered CF-CRJ (APN)



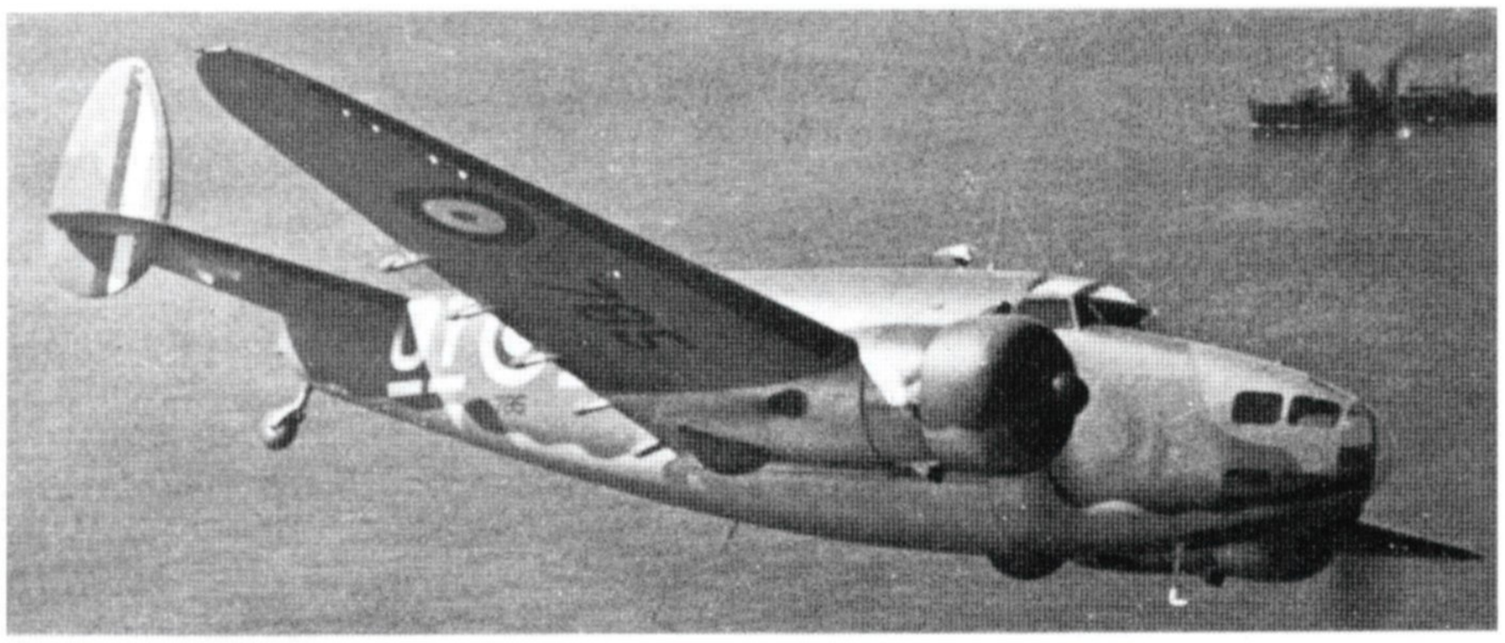
Squadrons based at Koepang. By 24 January they had lost 13 Hudsons to enemy attacks whilst on the ground. On Sumatra Nos 1 and 8 Squadrons had regrouped and had reinforcements sent which included 16 Hudsons for No.1 Squadron and six ex-RAF machines for No.8. Although these aircraft and crews did their best to keep up offensive operations they were like the other squadrons subjected to repeated ground attacks by the enemy and by 1 March No. 1 Squadron had only two serviceable machines left. The survivors were evacuated to Australia.

Remaining Hudsons were amalgamated into a composite squadron which was flown to New Guinea to try a halt the Japanese advance towards Australia. Several ships were sunk and Japanese aircraft shot down but the RAAF losses were also severe.

It was at this time that the Japanese raids on the Australian mainland began with the port of Darwin being the target. The airfield was one of the main aiming points and amongst others six Hudsons were destroyed.

The Japanese were finally halted before they made a landing in Australia. By now the RAAF had been sent 52 aditional Hudsons from USAAF stocks and others came from RAF sources. It allowed the reconnaissance squadrons to re-group and thus Nos 2 and 13 Squadrons were in the Darwin area, Nos.6 and 7 in New South Wales on anti-submarine duties and No.32 Squadron was still in New Guinea.

Operations continued throughout 1942 with Beaufighters joining the Hudsons in



A late production Hudson Mk.I was allocated to No.1 Squadron Royal Canadian Air Force as 785 after being ferried from the California factory. It remained in service until January 1943.

RCAF Hudson squadrons

Squadron	Variant	Base	From-To	Representative serials
11	Hudson Mk.I	Dartmouth NS	Oct 39 - Jul 42	763 OY-F
	Hudson Mk.III	Dartmouth NS	Mar 42 - Sept 44	BW403 KL-S
113	Hudson Mk.I	Yarmouth NS	Feb 42 - May 42	No known code
	Hudson Mk.III	Yarmouth NS	Jun 42 - Oct 42	Coded LM
	Hudson Mk.III	Yarmouth NS	Feb 42 - Apr 43	BW447 BT-T
119	Hudson Mk.III	Yarmouth NS	Apr 42 - Apr 44	BW616 GR-Y
120	Hudson Mk.I	West coast	Mar 41 - Nov 41	775 MX-R
145	Hudson Mk.i/II	Torbay, Newfoundland	May 42 - Jun 43	No known codes

providing fighter cover and doing their own attacks with rockets. Sufficient Hudsons became available to allow No. 6 Squadron to be formed for transport duties. A Special Transport Flight was also formed using 15 Hudsons from No.1 Operational Training Unit which ferried troops in and injured out of the area of Papua around the airfield at Dobodura.

No.6 Squadron along with No.7 converted to Beauforts in September 1943 but Nos.2 and 13 Squadrons continued with Hudsons on anti-shipping and submarine attacks until March 1944 when No. 2 converted to Beauforts and later No.13 received Venturas.

Other units also operated the Hudsons for air-sea-rescue, aerial survey and ambulance duties before the type was phased out of service immediately after the war.

New Zealand

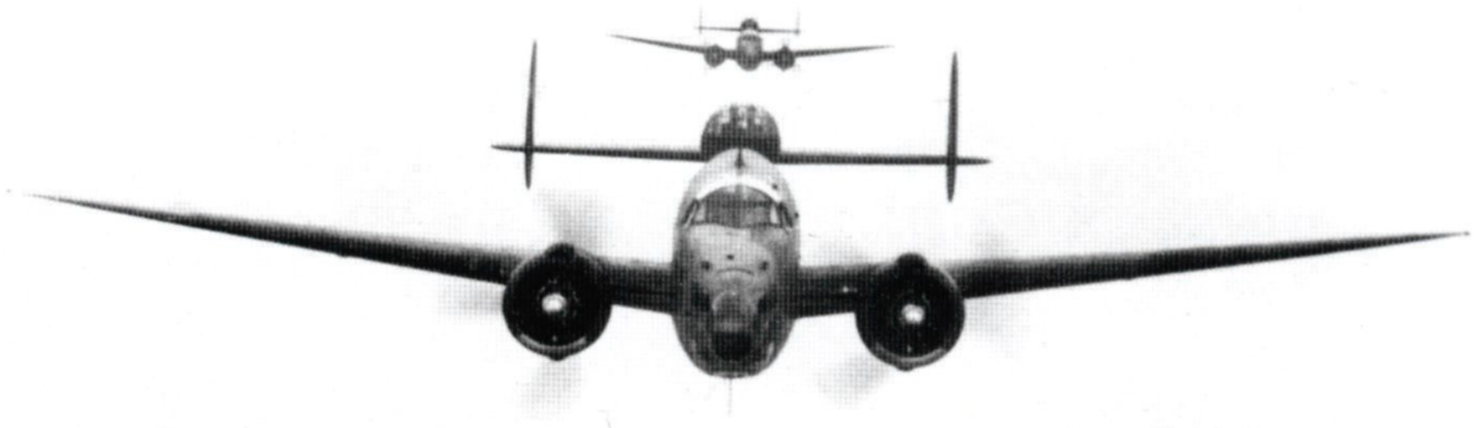
An agreement between the British and New Zealand governments made in March 1940 allowed for the dispatch to New Zealand of 18 Hudsons from aircraft allocated to the UK. As it became more obvious that war in the Pacific was inevitable that number was doubled to 36 aircraft before Pearl Harbour.

These comprised 30 Mk.IIIs serialled V9235-V9252, AE490 and AE495-AE504. A further six Mk.Vs were also allocated serialled AM589-AM594.

They entered service with Nos.1, 2 and 4 Squadrons in the general reconnaissance role taking over from ancient Vickers Vincent biplanes.

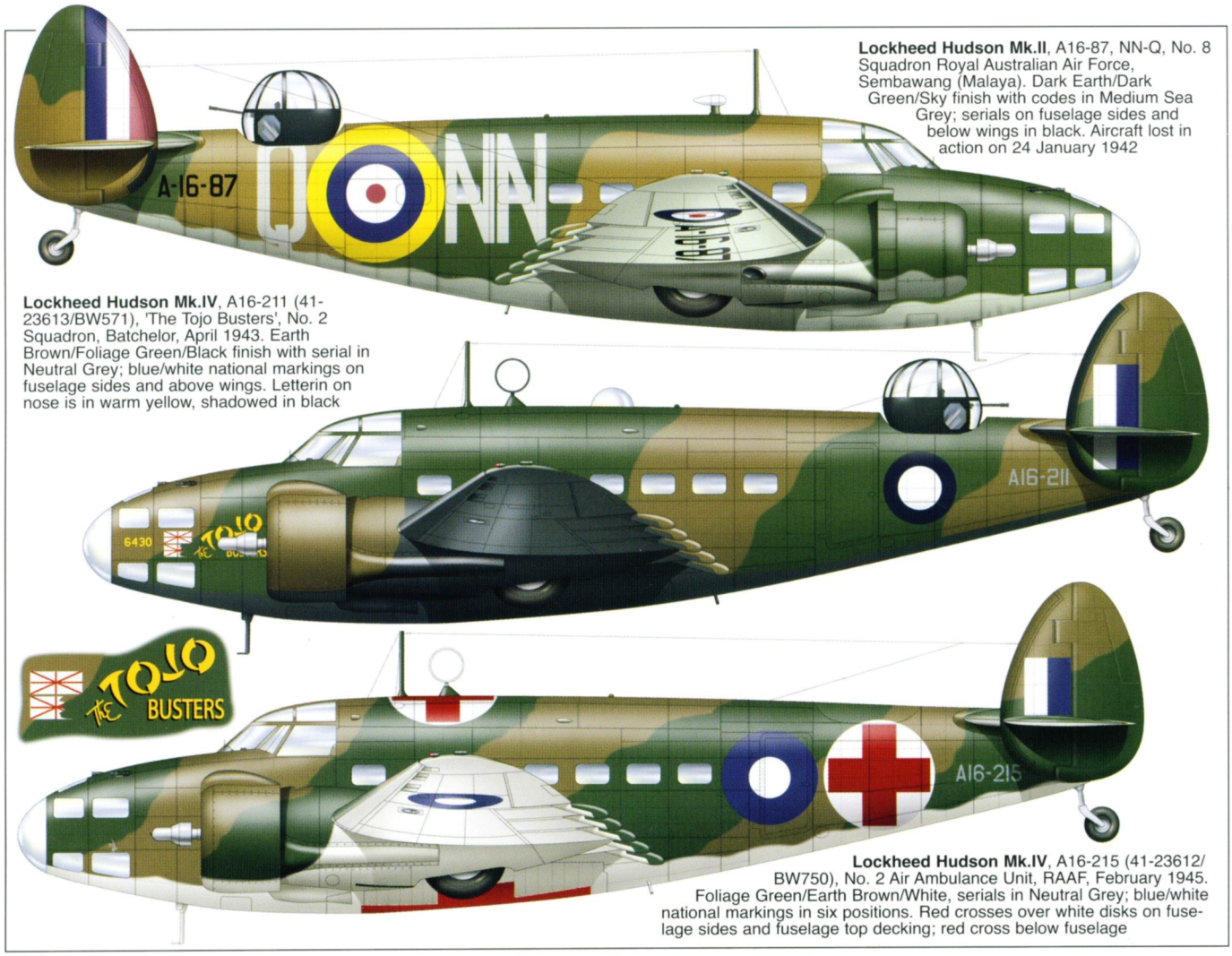
The defence of the Fiji islands required the sending of six Hudsons to Nandi airfield for the use of Nos.2 and 4 Squadrons but the threat did not materialise. Instead Nos. 1 and 2 Squadrons were sent to New Caledonia in the Solomons for anti-submaine patrols. There they joined elements of No.4 Squadron which made its first operational sortie on 19 July 1942. Later in the month this detchment was formed into No.9 Squadron, while in New Zealannd, and a fifth Hudson squadron, No. 3 also came into being moving to the island of Santo in the Solomons in October 1942.

No.3 Squadron moved to Guadalcanal to fight the remains of the Japanese force on the island between November and December with the first operation being mounted on 24 November. It was on this sortie that enemy shipping was sighted



Right:Two Royal New Zealand Air Force Hudson Mk.IIIs on patrol in the Guadalcanal area of the Pacific. Below: Reinforcements for the earlier Mk.I Hudson were sent to combat the advance of Japanese forces in the Pacific. These RAAF Hudsons were Mk.IVs and are seen flying over forested country during a raid. (IWM)





Lockheed Hudson Mk.II, A16-87, NN-Q, No. 8 Squadron Royal Australian Air Force, Sembawang (Malaya). Dark Earth/Dark Green/Sky finish with codes in Medium Sea Grey; serials on fuselage sides and below wings in black. Aircraft lost in action on 24 January 1942

Lockheed Hudson Mk.IV, A16-211 (41-23613/BW571), 'The Tojo Busters', No. 2 Squadron, Batchelor, April 1943. Earth Brown/Foliage Green/Black finish with serial in Neutral Grey; blue/white national markings on fuselage sides and above wings. Letterin on nose is in warm yellow, shadowed in black

Lockheed Hudson Mk.IV, A16-215 (41-23612/BW750), No. 2 Air Ambulance Unit, RAAF, February 1945. Foliage Green/Earth Brown/White, serials in Neutral Grey; blue/white national markings in six positions. Red crosses over white disks on fuselage sides and fuselage top decking; red cross below fuselage

south of Vella Lavella but any intended attack was driven off by enemy fighters. The same thing happened three days later but after a 17 minute battle the Hudson escaped. Between four and six reconnaissance flights were made daily and on 2 December a Hudson sighted a Japanese submarine and in the subsequent attack damaged it.

On 2 April 1943 a Hudson having just attacked a surfaced submarine found itself flying in the company of a Japanese floatplane which it shot down thus making the first successful air-to-air combat for No.3 Squadron.

Submarines in the area were frequently attacked and one known to have been destroyed. In October No. 1 Squadron became the first to be re-equiped with Venturas followed by No.3 Squadron and the remainder of the RNZAF Hudson squadrons. Their aircraft were converted for transport duties and served the rest of the war with Nos. 40 and 41 Squadrons.

Canada

The Royal Canadian Air Force made considerable use of the Hudson and was amongst the top two, the other being the RAAF, as far as quantity of deliveries was concerned. The first 28 were delivered on 15 September 1939 and went to No. 11 Squadron having been diverted from the original British direct purchase order. There followed another 248 of which there was one Mk.II, three Mk.IIIs, 137 Mk.IIIAs, 43 Mk.Vs and 36 Mk.VIs.

For ASW and maritime patrol the Hudson equipped Nos. 11, 113, 119 and 120 Squadrons RCAF until they were replaced in 1943. As previously mentioned No. 407 Squadron served with Coastal Command in the UK.

But the most impotant duty that the Hudson had in RCAF service was that of operational training. Nos.31, 34 and 36 OTUs were Hudson equipped whilst they also served with the Central Flying School and No.4 Air Observers School.

Whilst on a training sortie on 4 July 1943 one of No. 31 OTU's Hudsons damaged and possibly sank a German submarine off the coast of Nova Scotia.

The Hudson served until after the war in Canada. The last known example was BW430 which was a Mk.IIIA serving with No.123 Search and Rescue Flight during 1947. It was finally struck off charge on 13 December 1948.

South Africa

Two Hudson Mk.Is were purchased by the South African government out of the 50 'run-on' order placed by the British Purchasing Commission. Serialled P5163 and P5164 nothing could be traced about any work they did and there was no definite order for more.

HUDSONS IN US SERVICE

Before America's entry into World War 2 little interest was shown by either the USAAC or US Navy in Lockheed's maritime patrol aircraft.

Hudsons were flown from Burbank after flight testing and then ferried to Floyd Bennett airfield, New York or to a remote small field on the US-Canadian border where they were pushed over the line between the two countries in order to comply with US Neutrality laws. From there they were either flown across the Atlantic or disembled and crated on ships for the passage to Liverpool.

After the signing of the Lend-Lease Bill in Congress outstanding British contracts for Hudsons were taken over by the US Army and given American designations.

The **A-28-LO** was the first to have USAAF serials 41-2371/41-23222 powered by Pratt &Whitney R-1830-45s 52 of which were delivered to the RAAF as the Hudson Mk.IVA.

A-28A-LO was basically a Hudson V and intended for RAF Coastal Command but were designated Mk.VI after delivery of 410 aircraft. Three of these were diverted to the USAAF in Britain after arrival and one went to Portugal's Aviacao Naval. The RCAF had 36 and another four were delivered to the RNZAF. Some of the RAF deliveries had the turret removed and were redesignated Mk.VIs.

A-29-LO The RAF designated these as the Mk.III(LR). The RAF had 32, the RCAF 133, the RAAF 41 and the RNZAF 14. The US Navy took 20 to form a patrol

A Hudson Mk.III from the first batch delivererd to the Royal New Zealand Air Force on anti-submarine patrol in the Guadalcanal area. (IWM)

squadron based on the US East Coast operated by VP-82. The USAAF took 153 A-29s from this batch using them mainly for training purposes without the Boulton Paul dorsal turret and 23 were assigned to the Chinese Nationalist Air Force. Little is known about these aircraft though photographic evidence does exist. Most were written off in accidents but it is believed that bombing raids against Japanese forces in central China were made.

The **A-29A-LO** differed from previous A-29s in being convertible for troop transport duties but retaining their armament. The RAF took 289 of this variant with the designation Hudson Mk.IIIA whilst 65 went to Australia and 23 to New Zealand.

The **A-29B-LO** was a photographic survey aircraft 24 of which were retained by the USAAF

On 8 May 1942 the USAAF awarded Lockheed its own contract for 300 advanced trainers based on the Lend-Lease versions already being built. The first 83 aircraft were navigation trainers whilst the remaining 217, designated A-18, became gunnery trainers fitted with the two .50 cal Martin dorsal turret that was then becoming standard on many USAF bombers.

It is on record that one of the A-29s whilst on coastal patrol depth charged and sank U-701 to become the first victim of a US aircraft in the war. Another, the U-656 went the same way on 1 March 1942.

In USAAF service the A-29 served with

Hudson Mk.V AM610 'H' in flight whilst based at Blida. The radar aerials under the nose and wings are also visible. Note that the cabin windows appear to have been blanked off. (IWM)





Hudson Mk.V AM790 'E' of No. 608 Squadron running up its engines at Bo Rizzo in 1943. The aircraft is armed with rocket rails under the wings and is radar equipped. (IWM)



both east and west coast commands Two Bombardment Groups, the 13th and 30th were established and out of these the 39th Bomb Squadron and 41st BS became the 3rd and 5th Anti-Submarine squadrons alongside the 8th, 10th, 23rd and 25th AS squadrons which formed the 26th Anti-Submarine Wing.

Two of the A-29B photo survey aircraft were used to complete aerial mapping whilst based in British Columbia, Canada of the route to be flown during the summer of 1942 by pilots ferrying aircraft to Fairbanks, Alaska where they were taken over by Soviet pilots for the remainder of the journey to where they were required.

Another foreign air force to use the Hudson was the Forca Aerea Brasileira after that country entered the war on the Allied side on 22 August 1942. A total of 28 Lockheed A-28As went to Brazil under Lend-Lease arrangements to equip the Grupos de Bombardeio Medio (Medium Bombardment Groups). They were assigned to the Grupo de Patrulha and operated from the 12 Corpo de Base Aerea at Galeao, Rio de Janeiro on anti-submarine patrols. One of these aircraft caught U-199 on the surface on the morning of 31 July 1943. During the subsequent action the A-28 suffered heavy damage from anti-aircraft fire but managed to keep the submarine from submerging until a Catalina arrived some 20 minutes later and sank the submarine with depth charges.

In 1945 three of these Hudsons were converted to transport duties with the Brazilian Air Force designation of C-28.

FLYING THE HUDSON

By all accounts the Hudson was a bit of a handful to fly especially where only one pilot was available. There was a jump seat for a second pilot but it was not often used.

It did however have a Sperry autopilot which was a great help for long over water patrols.

The aircraft's interior was roomy enough as after all it had previously been a civil airliner and could carry up to 14 passngers.

It was in the landing and take-off of the aircraft that most difficulty was encountered. The central console had engine and propeller levers and the pilot needed three hands with which to easily start the engines. Several nobs and levers had to be operated almost at the same time.

The Hudson will best be remembered for its antics in take off and landing. It had a tail wheel locking device which it was adviseable to use and although assistance in take off was given by adequate Fowler flaps along the wing trailing edges the aircraft assumed a tail up position as soon as engine power was increased. Landing was a similar exercise in that one could not do a three-pointer on the Hudson, instead it had

Hudsons, all Mk.VIs, the nearest being FK543 'M' of No. 608 Squadron, being serviced on the flight line at Bo Rizzo, Sicily, where the squadron moved to in September 1943. (IWM)

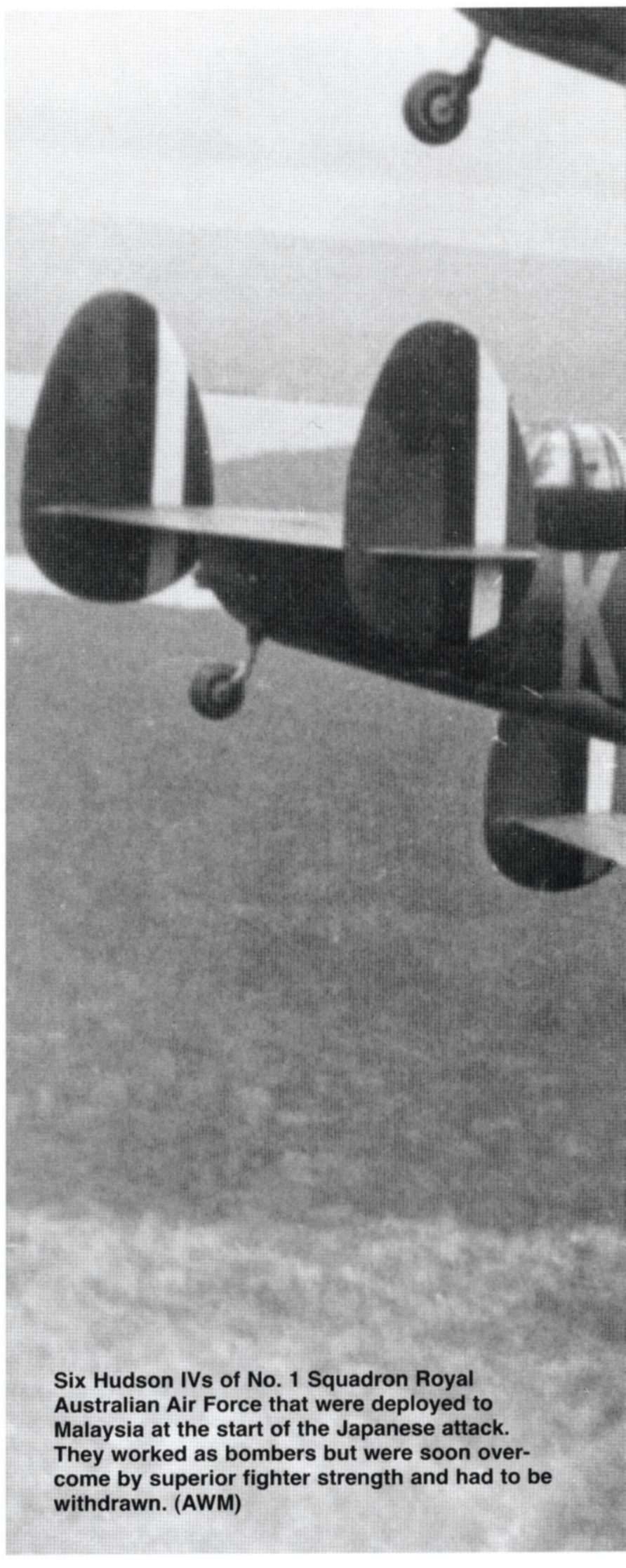




United States requirements for Hudsons resulted in a number fitted with the Boulton Paul turret being assigned to the US Navy as PBO-1s. (MAP)

Below: A number of USAAF Hudsons had solid noses and were converted for transport duties in the same way that the civil Lockheed 14 had been used in pre-war days. This aircraft coded 458 has additional radio aerials under the fuselage (MAP)





Six Hudson IVs of No. 1 Squadron Royal Australian Air Force that were deployed to Malaysia at the start of the Japanese attack. They worked as bombers but were soon overcome by superior fighter strength and had to be withdrawn. (AWM)

RAAF squadrons and units

Squadron	Variant	Bases	From /to	Representative serials
1	Hudson Mk.I	Sembawang Kota Bharu Palembang Sempiak Kalidjari	Jul 40 - Mar 42	A16-15 US:B
2	Hudson Mk.I/III	Drysdale Singapore Milne Bay Port Moresby	Dec 41 - Apr 43	
6	Hudson Mk.IV	Papua New Guinea	Dec 41 - Sep 42	A16-220
7	Hudson Mk.IV	Darwin Bairnsdale	Dec 41 - ?	A16-142
8	Hudson Mk.II	Sembawang Kota Bharu Kuantan Palembang Sempiak	Aug 40 - Feb 42	A16-76 NN:F
13	Hudson Mk.II	Ambon Namlea Darwin Koepang	Jun 40 -Jun 44	A16-141
14	Hudson Mk.IV	Pearce Broome	Jun 40 - Nov 42	A16-122
32	Hudson Mk.III/IV	Port Moresby Papua New Guinea	Feb 42 - Sep 42	A16-69

At least one Hudson served with No.24 Squadron but dates and locations are not known
Hudson Mk.II A16-91 is recorded as having been lost at Port Moresby.

1 OTU	Hudson Mk.I/III/IV	Nhill	Dec 41 - Apr 43	A16-149
		East Sale		A16-131
		New Guinea (Det)		A16-133
		Bairnsdale		

Hudsons were used by the USAAF as navigation trainers and, as in this view, gunnery trainers fitted with a Martin dorsal turret

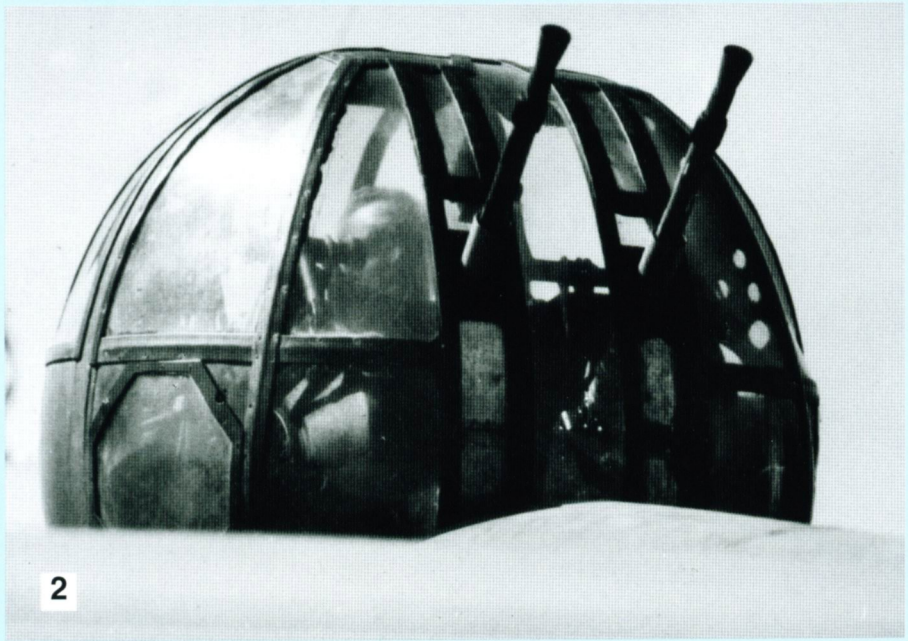


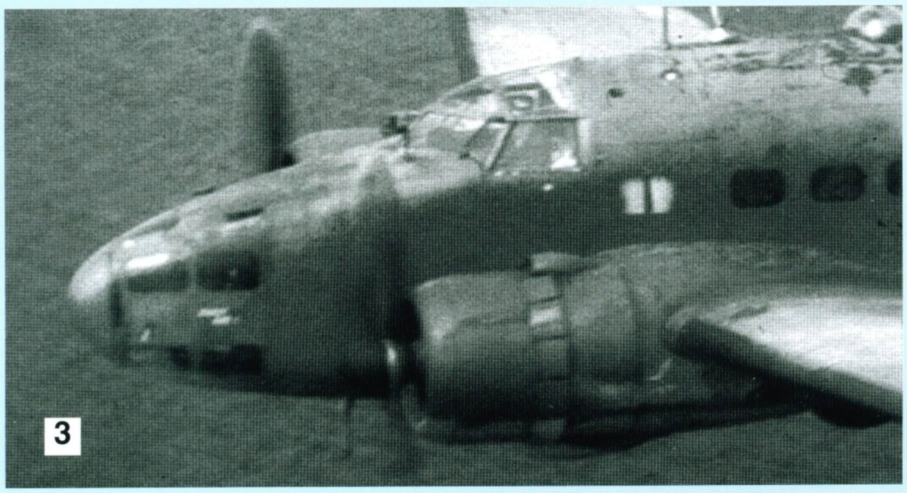


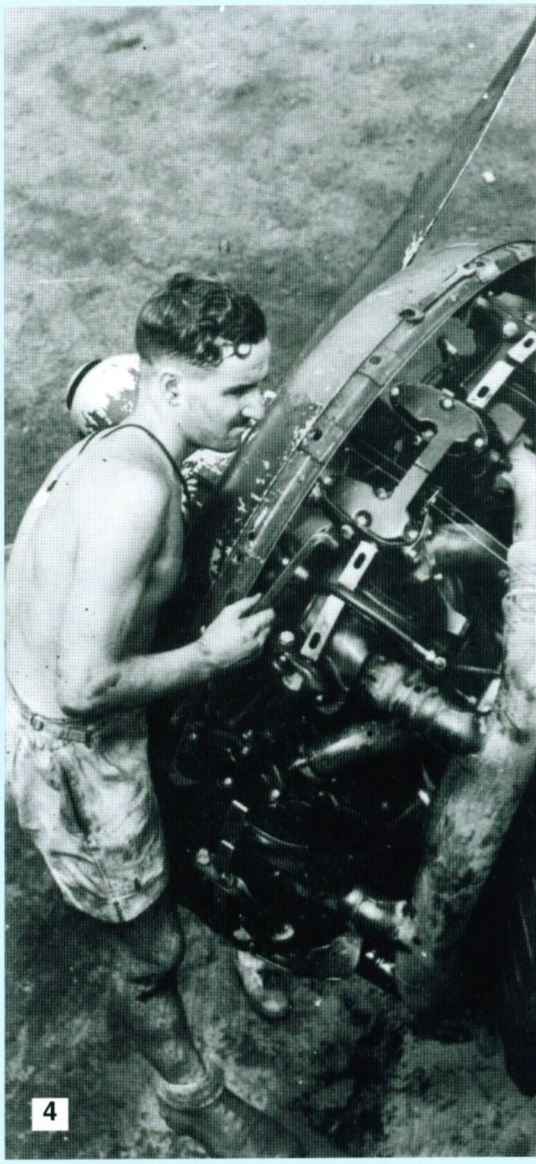


Lockheed HUDSON In Detail

Pictures by the IWM and Australian War Memorial

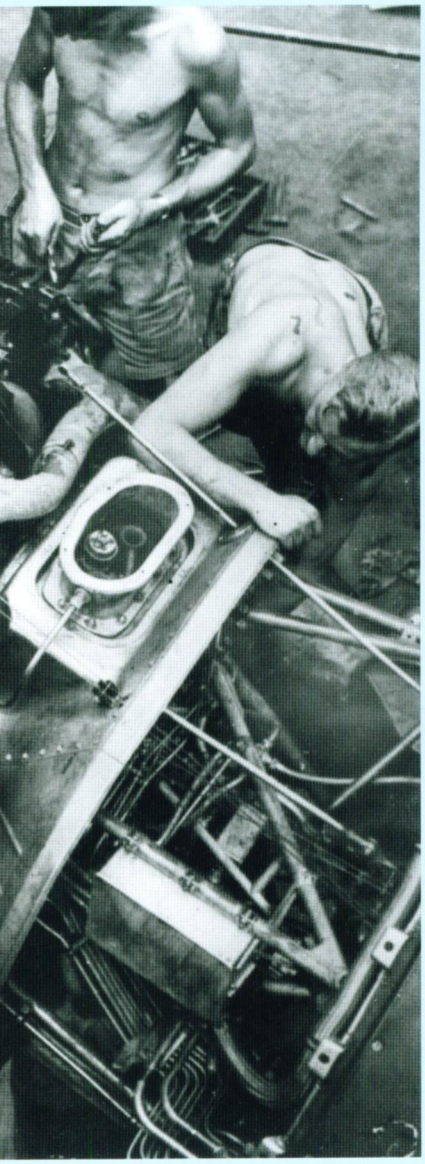






1. The Hudson's cockpit was roomy but had many dials and switches that needed watching during take off. 2. The Hudson's turret with twin .303 machine guns. 3. The cockpit, nose and port engine of the Hudson IV. 4. Engine details of the Pratt & Whtiney R.1830 being worked on by RAAF mechanics. 5. The navigator's com-





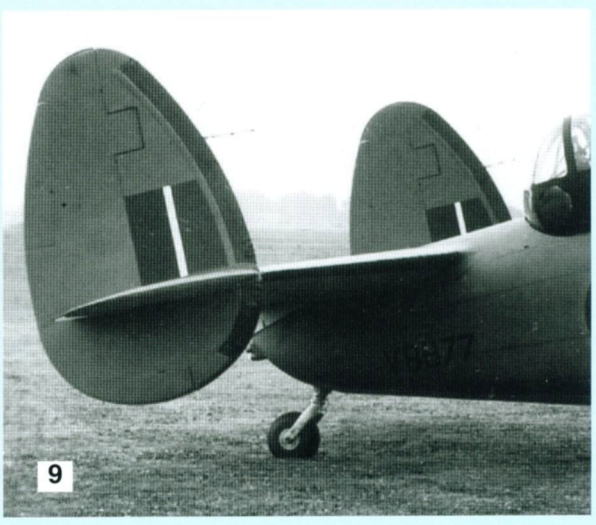


partment. 6. Many Hudsons had additional machine guns mounted in the side windows of the cabin. 7. Undercarriage and rear engine nacelle being serviced. 8. A number of Hudsons on anti-subnarine patrol were fitted with ASV radar and underwing rocket rails as shown here. 9. The Hudson's tail unit and stearable tail-wheel. Anti-icing strips featured on the tail unit leading edges.











Above and left: One of the few preserved Hudsons is this Australian one. It has been rebuilt as A16-123 of No. 6 Squadron RAAF. It obviously has no turret and it would appear that the undercarriage has been modified from the original. (APN)



Continued from page 27

to be wheeled on whilst holding the control column in a neutral or preferably a nose down position. Needless to say this resulted in many an accident to pilots converting to the Hudson who disregarded the warnings given by the instructor. Fortunately the Hudson had a very strong undercarriage.

POST WAR

Apart from Canada and Australia most of the Hudsons in the European theatre had been scrapped or replaced by four engined long range aircraft before 1945.

From the time the Hudson went into production until the last was built at Burbank 2,942 came off the Lockheed factory's line. Of these 1,338 were direct purchase and 1,302 under Lend-Lease contracts. The USAAF had 300 AT-18 and AT-18As in addition to those taken from aircraft allocated to overseas orders.

Hudsons sold as surplus to requirements did find their way onto the civil market in a number of roles apart from purely passenger and freight haulage. Kenting Aviation in Canada converted 12 Hudsons for aerial survey work.

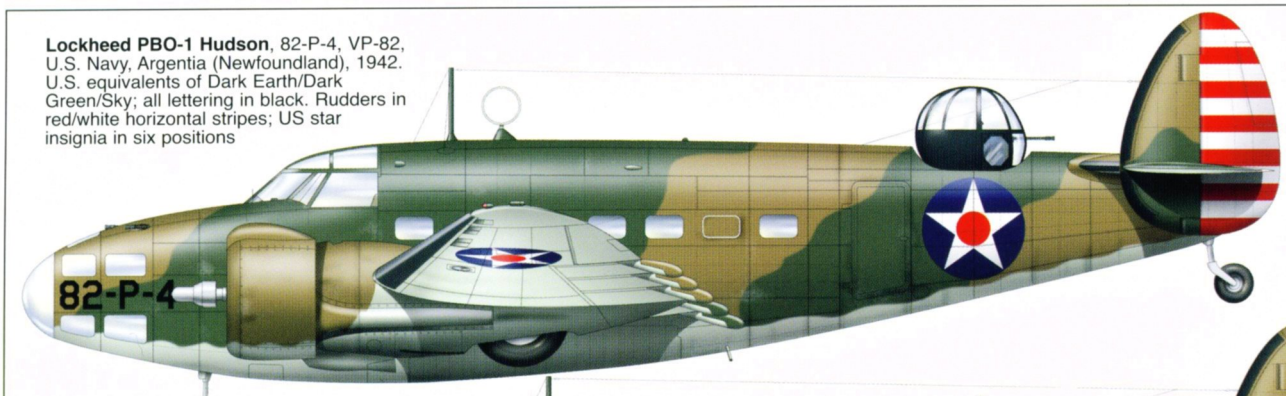
Those destined for passenger carriage often had the solid Lockeed 14 nose replaced. Another modified by Rausch Aviation combined the forward fuselage of an AT-18 with the rear fuselage and tail surfaces of a Lodestar.

Hudsons did an important job in maritime patrol work and bombing all through the first four years of World War 2 in many different parts of the world. They put the Lockheed corporation amongst the leading US manufacturers and it is interesting to see that in post war years they have continued to produce military maritime aircraft for both the USAF, US Navy and Marine Corps.

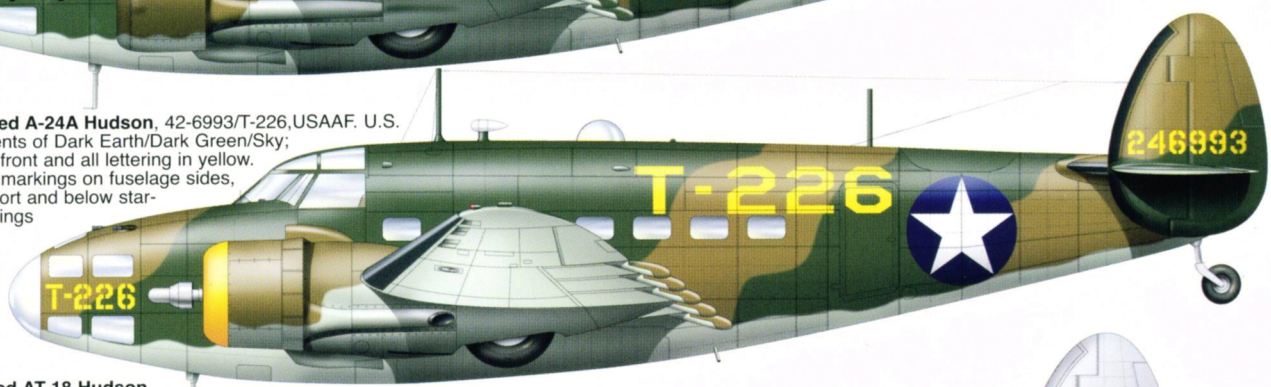
Hudson kits, decals and accessories

Scale	Version	Manufacturer	Reference	Remarks
Kits				
1:72	Hudson Mk.I	Airfix	AX03006	Original kit
1:72	Hudson Mk.I	Airfix	AX04034	Re-issue
1:72	Hudson Mk.I	Airfix	AX05034	Re-issue
1:72	Hudson Mk.IV/V	Italeri	IT1253	injection moulding
1:48	Hudson Mk.I Lockheed 14	Classic Airframe	CF448	Complete kit
1:48	Hudson Mk.IV/V/VI	Classic Airframe	CF449	Complete kit
1:48	Hudson	Contrail	CON422	Vacuform
1:32	Hudson	ID Models	ID3243	Vacuform
Decals				
1:72	Hudson	Dutch Decal	DD48036	Dutch air force
1:72	Hudson Mk.IV	MPD Decals	MPD72553	-
1:72	Hudson Mk.I	MPD Decals	MPD72518	
1:48	Hudson	Dutch Decals	DD48036	Dutch ait force
1:48	Hudson Mk.I	Max Decals	MAX4810	Irish Air Corps
Accessories				
1:72	Hudson Mk.I	Aeroclub	ABC034	Canopy

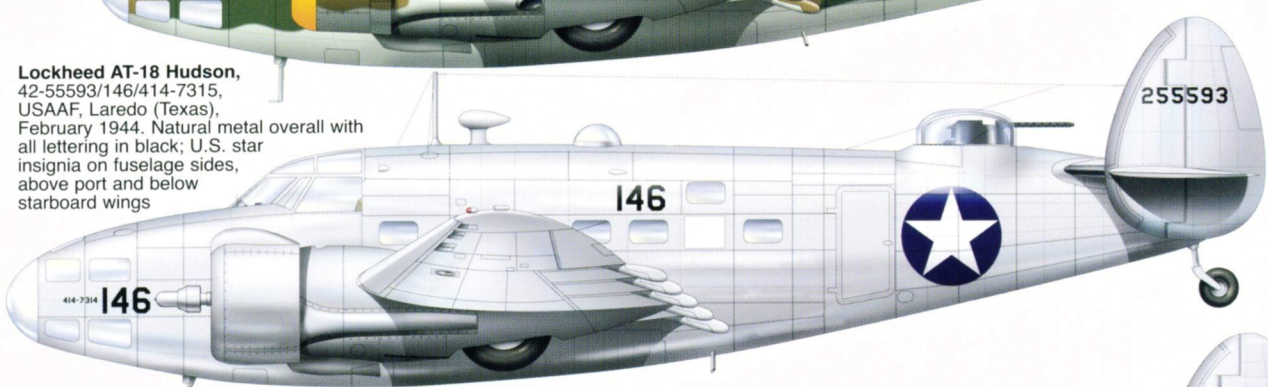
Lockheed PBO-1 Hudson, 82-P-4, VP-82, U.S. Navy, Argentia (Newfoundland), 1942. U.S. equivalents of Dark Earth/Dark Green/Sky; all lettering in black. Rudders in red/white horizontal stripes; US star insignia in six positions



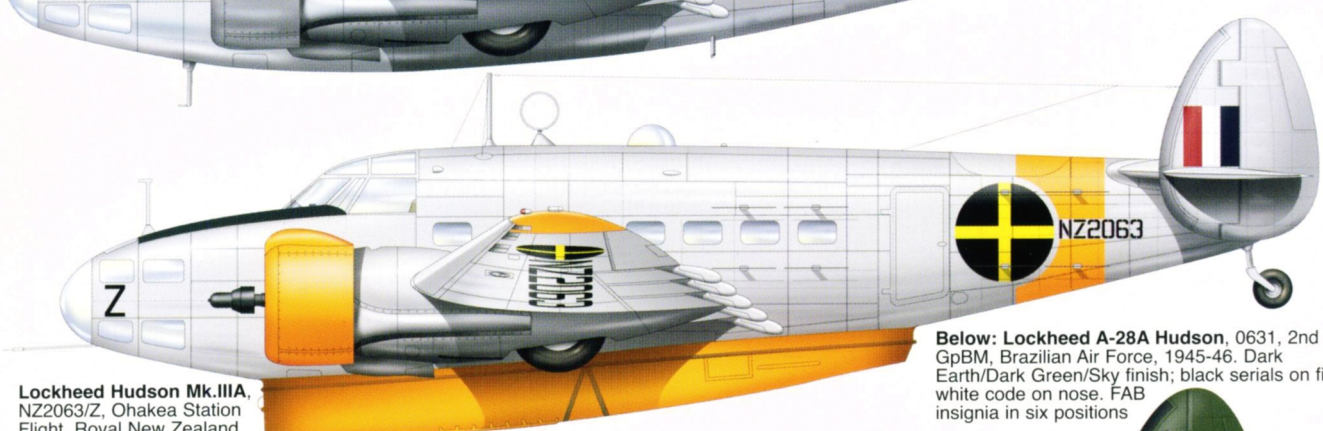
Lockheed A-24A Hudson, 42-6993/T-226,USAAF. U.S. equivalents of Dark Earth/Dark Green/Sky; cowling front and all lettering in yellow. US star markings on fuselage sides, above port and below starboard wings



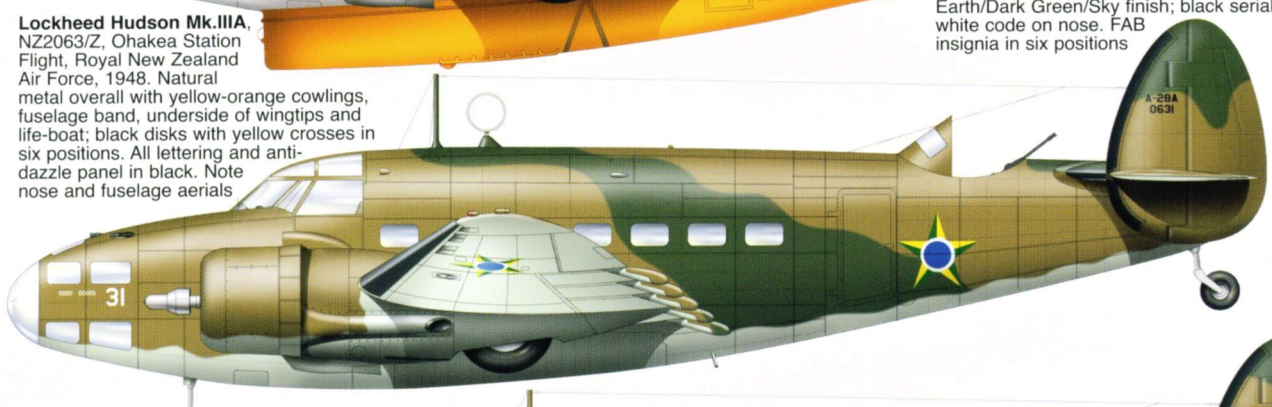
Lockheed AT-18 Hudson, 42-55593/146/414-7315, USAAF, Laredo (Texas), February 1944. Natural metal overall with all lettering in black; U.S. star insignia on fuselage sides, above port and below starboard wings



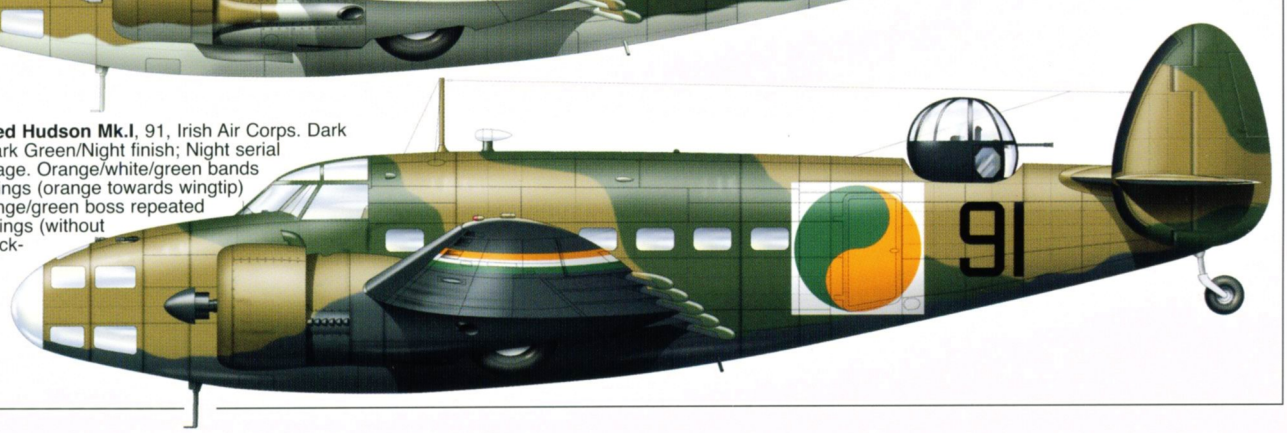
Lockheed Hudson Mk.IIIA, NZ2063/Z, Ohakea Station Flight, Royal New Zealand Air Force, 1948. Natural metal overall with yellow-orange cowlings, fuselage band, underside of wingtips and life-boat; black disks with yellow crosses in six positions. All lettering and anti-dazzle panel in black. Note nose and fuselage aerials



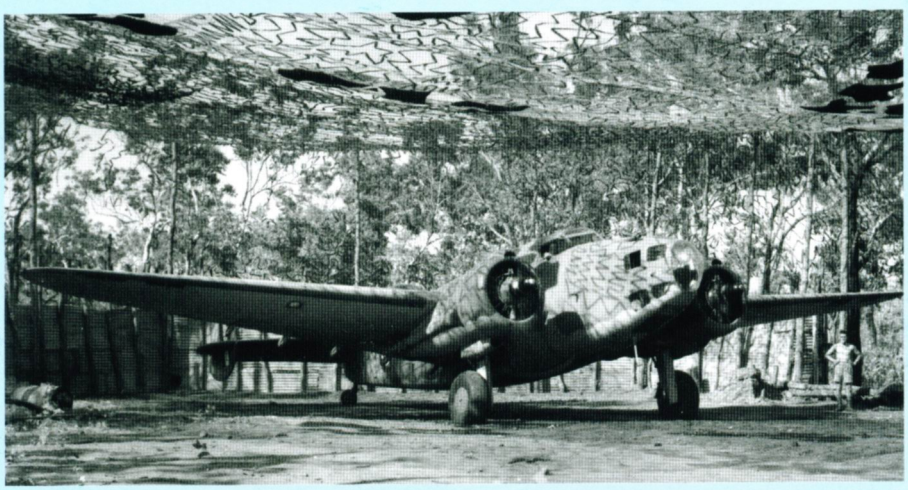
Below: Lockheed A-28A Hudson, 0631, 2nd GpBM, Brazilian Air Force, 1945-46. Dark Earth/Dark Green/Sky finish; black serials on fin, white code on nose. FAB insignia in six positions

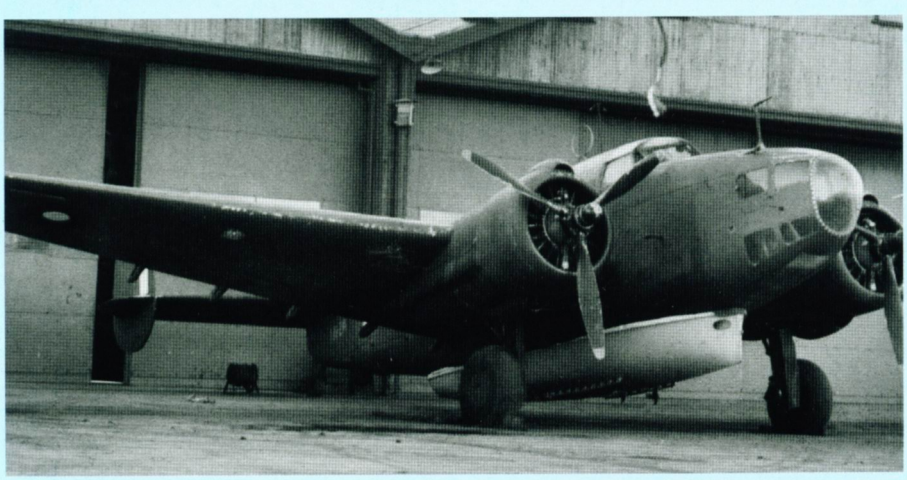


Lockheed Hudson Mk.I, 91, Irish Air Corps. Dark Earth/Dark Green/Night finish; Night serial on fuselage. Orange/white/green bands below wings (orange towards wingtip) with orange/green boss repeated above wings (without white background)









Above: Three No. 48 Squadron aircraft the nearest being coded J. Left: Heavily camouflaged with netting this Hudson Mk.4 is operating with the RAAF near Port Moresby, Papua New Guinea. Lower left: Hudson Mk.4 modified to take an airborne lifeboat. Aircraft of this type were used in the Atlantic and Far East. (AWM)

Previous Warpaint titles

Bristol Beaufighter £6.95, Blackburn Buccaneer £8.50, Junkers Ju 87 Stuka £7.50, F-100 Super Sabre £7.50, Hawker Typhoon £8.50, Avro Shackleton £11.50, Junkers Ju 88 £7.50, Hawker Hunter £11.50, Grumman F4F Wildcat/Martlet £7.50, Vickers Wellington £7.50, DH Sea Vixen £8.50, Fairey Swordfish £8.50, Fw 200 Condor £11.50, BAC Lightning £16.00, Short Stirling £7.50, Hawker Sea Fury £7.50, Gloster Javelin £9.50, Douglas Skyraider £8.50, DH Hornet and Sea Hornet £9.50, Supermarine Seafire (Griffon engined variants) £9.50, Armstrong Whitworth Whitley £8.50, Gloster Meteor £16.50, Fairey Gannet £8.50, Dornier Do 217 £8.50 Short Sunderland £9.50, Bristol Blenheim £9.50, de Havilland Vampire £16.50, Fairey Firefly £11.50, Hawker Sea Hawk £9.50, Avro Vulcan £9.50, RAF/RN Phantoms £9.50, A-20 Boston/Havoc £9.50, Heinkel He 177 £8.50 Avro Lincoln £9.50, Fairey Barracuda £9.50 Handley Page Victor £9.50, Gloster Gladiator £14.50, F-105 Thunderchief £11.50, Supermarine Walrus £9.95 Canadair/ Commonwealth Sabre £12.50 Fairey Fulmar £11.50 Boulton Paul Defiant £9.95, F-104 Starfighter £14.50. DH Venom 11.50, B-57 Canberra £11.50, HP Halifax £12.50, F-101 Voodoo £11.50, Westland Lysander £14.50, Fiat G.91 £11.50, Bristol Beaufort £11.50. Lockheed Neptune £11.50, Fairey Albacore £11.50, Avro Anson £11.50 Westland Whirlwind £9.95 Hawker Tempest £11.50. Blackburn Firebrand £12.00 Hampden £12.00 Supermarine Swift £12.00

Warpaint Specials

No. 1 Republic P-47 Thunderbolt £18.50
No. 2 Messerschmitt Bf 109 £18.50
No.3 Mosquito £14.95

Note: Not all titles listed are available as some go out of print. Check with the web site and press advertisements for the latest information look at www.warpaint-books.com.

Produced by Warpaint Books Ltd, Unit 3, Enigma Buildings, Bilton Road, Denbigh East, Bletchley, Buckinghamshire MK1 1HW. Printed in England by Regal Litho Ltd, Unit 3, Enigma Buildings, Bilton Road, Denbigh East, Bletchley, Buckinghamshire MK1 1HW. Series edited, published and designed by Alan W.Hall. The author and publisher wish to thank the following for their contributions to this edition. Imperial War Museum, Australian War Memorial, Richard J.Caruana, Military Aircraft Photographs and Aviation News.